

**FINAL ENVIRONMENTAL ASSESSMENT  
FOR SHARED USE PATHS (SUP)  
 EGLIN AIR FORCE BASE, FLORIDA**

RCS 10-183



Prepared for:

96<sup>th</sup> Civil Engineer Group  
Environmental Management Division  
96 CEG/CEP  
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**FINDING OF NO SIGNIFICANT IMPACT  
for  
CONSTRUCTION OF SHARED USE PATHS  
EGLIN AIR FORCE BASE, FL**

**RCS 10-183**

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Eglin AFB has conducted an Environmental Assessment (EA) to identify potential effects associated with construction of Shared Use Paths (SUPs) on Eglin Main Base. The EA was conducted pursuant to the President's Council on Environmental Quality's regulations for implementing procedural provisions of the *National Environmental Policy Act* (NEPA; 40 Code of Federal Regulations [CFR] 1500-1508); the USAF environmental impact analysis process as effectuated by 32 CFR Part 989; and DoD Directive 6050.1. The SUP EA is incorporated by reference.

**PURPOSE AND NEED FOR THE PROPOSED ACTION  
(EA Section 1.5)**

The proposed action will address the following objectives: Provide dedicated paths for safe and efficient connection for pedestrians and bicyclists between the East, West and Northwest Gates; connection between dormitories, commissary and Base Exchange; and connection to existing SUPs in neighboring communities. The proposed action will also support increased Air Force (AF) fitness requirements; reduce fuel consumption, traffic congestion, and vehicle emissions throughout the Main Base; maximize the use of existing SUPs and recreational trails; and improve the overall fitness and quality of life for DoD personnel, dependents, contractors and visitors.

**DESCRIPTION OF THE PROPOSED ACTION AND ALTERNATIVES  
(EA Section 2)**

**Alternative A (Preferred and Selected Alternative)**

This alternative consists of constructing a 10' wide SUP, approximately 8.24 miles long. The footprint will be approximately 11.89 acres and includes the construction of a tunnel or bridge just south of the existing tennis courts, within Segment 2. (EA Section 2.4.1, page 13). The following alternatives were considered, but not carried forward for analysis.

**Alternative B**

This alternative would consist of constructing a 10' wide SUP, approximately 15.68 miles long, and a tunnel or bridge. The footprint of would be approximately 19 acres. (EA Section 2.3.1, page 12)

#### Alternative C

This alternative would consist of constructing approximately 6.14 miles of SUPs along the northern boundary of Eglin airfield facilities and would connect the East Gate to the Northwest Gate. (EA Section 2.3.1, page 12)

#### Alternative D

This alternative would consist of constructing approximately 8.69 miles of SUPs primarily along the coast, thereby connecting the East Gate to 12<sup>th</sup> Avenue in the southwestern portion of the Main Base. (EA Section 2.3.1, page 12)

#### No-Action Alternative

This alternative also was carried forward for analysis. (EA Section 2.4.1, page 16)

### **ENVIRONMENTAL CONSEQUENCES (EA Section 3)**

The following resources will not be affected by the proposed action, therefore no further analysis was conducted related to these resources: Airspace, asbestos, cultural resources, floodplains, geology, polychlorinated biphenyls and radon.

#### Air Quality

Temporary impact to air quality may occur during construction due to dust and increased emissions from construction equipment. After completion of the project, local air quality is likely to improve due to reduced vehicle emissions. (EA Section 3.2.1, page 21)

#### Clear Zone (CZ)

Within Segment 7, approximately 800' crosses the CZ. Segment 8 is within the CZ; however, this will not affect the airfield operations. (EA Section 3.3.5, page 32)

#### Environmental Restoration Program (ERP)

Segment 5.1 crosses an ERP site. With minor modifications to construction methods, no impact is expected to the ERP site. (EA Section 3.2.3, page 27)

#### Greenhouse Gases (GHG)

Temporary increases to GHG emissions may occur during construction due to dust and increased emissions from construction equipment. After completion of the project, local air quality is likely to improve due to reduced vehicle emissions. (EA Section 3.3.1, page 30)

#### Hazardous Materials and Waste

Aboveground storage tanks located adjacent to Segments 2 and 5 and buildings 13 and 600 are adjacent to Segment 3; however, no impact is expected. (EA Section 3.3.2, page 31)

### Land Use

The proposed action will not affect the land use in communities beyond the Main Base. (EA Section 3.3.5, page 32)

### Migratory Wildlife Habitat

The proposed action would potentially affect approximately three acres of migratory bird habitat. To avoid impacts to migratory birds, land-clearing should occur on or after 1 Sep through 15 Mar to avoid the nesting season. Coordination with Eglin Natural Resources (96 CEG/CEVSN) is required prior to project initiation to ensure compliance with the *Migratory Bird Treaty Act*. (EA Section 3.2.2.2, page 25)

### Native Terrestrial Wildlife Species

Under the proposed action, construction activities may have an indirect localized effect on native terrestrial wildlife species. However, no significant impacts to native terrestrial wildlife species are expected from land-clearing activities. (EA Section 3.2.2.2, page 24)

### Noise

Zone 65 decibel contains portions of Segments 3, 4, 8, 11 and 12. Zone 70 decibel contains portions of Segments 4, 6, 7 and 10. Zone 75 decibel contains portions of Segments 6, 7 and 10. Due to the limited duration of exposure to any of these zones, no significant impacts are expected to the SUP users. (EA Section 3.3.3, page 31)

### Pollution Prevention

During construction there will be an increased need for attention to implementing and maintaining construction related pollution prevention practices. The operation of the proposed action will not contribute to pollution; therefore, there will be no impact. (EA Section 2.5, page 19)

### Quantity Distance (QD) Arc

Within Segment 7, approximately 170' crosses the edge of outer QD Arc 7. However, this is not expected to affect the health and safety of SUP users and is not expected to affect the base operations. (EA Section 3.3.4, page 32)

### Soils

Temporary impact to soil erosion may occur during construction. With appropriate construction best management practices (BMPs), no significant impact to soils is likely to occur. (EA Section 3.2.4, page 28)

### Stormwater

Following construction, existing stormwater ponds near Segments 4, 5 and 9 may receive additional inflow. Temporary impact will be minimized by implementing and maintaining construction BMPs. No significant impact to overall stormwater quality is expected. (EA Section 3.2.5, page 29)

#### Threatened and Endangered Species

Construction activity is not expected to have any significant impact on the movement, foraging or nesting activities of the Florida black bear. In the event any black bears are observed within the construction zone for the proposed action, Eglin Natural Resources will be contacted. (EA Section 3.2.2.2, page 26)

#### Traffic

After completion of the project, traffic congestion is likely to improve due to reduced vehicular traffic on roadways. (EA Section 3.3.6, page 33)

#### Utilities

Power poles may have to be moved, which will be determined during the design phase. However, no significant loss of service will result. Water wells located within or near the path of Segments 14 and 15 will not be affected. Sufficient existing landfill space is available off-base to handle the temporary construction debris. No wastewater resources or infrastructure will be affected by the proposed action. (EA Section 3.3.7, page 34)

#### Vegetation

Existing vegetation within the project area will be disturbed during construction. Permanent native vegetation, including grasses, shrubs and trees will be re-established as construction progresses toward completion. There are no likely significant adverse affects on any sensitive vegetation habitats, no conflicts with the Invasive Non-Native Species Management Program and no restrictions for mission critical activities. Approximately 10 acres (8.24 miles x 10') of existing vegetation will be replaced with an asphalt surface. (EA Section 3.2.2.1, page 22)

### **CUMULATIVE IMPACTS (EA SECTION 4)**

When considered in relation to the projects described, the following environments may experience temporary adverse impacts due to construction related activities. These impacts shall be limited to the construction phase and the environments shall be restored following construction. Implementation and maintenance of appropriate construction BMPs should reduce the impacts to "insignificant":

- ◊ Air quality will likely be affected by fugitive dust emissions.
- ◊ GHG emissions will likely be affected by construction related vehicle emissions.
- ◊ Vegetation will be temporarily impacted by construction disturbance.
- ◊ Resident wildlife may experience temporary displacement due to disturbance to some nesting and foraging areas.
- ◊ Soil erosion may temporarily increase during heavy rainfall or wind.
- ◊ Stormwater ponds may temporarily experience an increase in sediment.

The following environments may experience significant permanent adverse cumulative affects by the combined activities of the proposed action and those projects described in the EA  
Section 4.1.1:

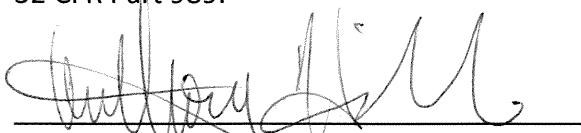
- ◊ Resident wildlife may experience permanent displacement due to disturbance to some nesting and foraging areas.
- ◊ Vegetation, such as mature forested areas, may be significantly reduced due to increased development of these areas over time in order to meet mission critical objectives.
- ◊ Land use for the Accident Potential Zone, CZ and QD Arcs may be affected by the encroachment of non-compatible uses.
- ◊ Stormwater management system design and permitting may be affected by the increase in impervious surfaces.

#### **PUBLIC AND AGENCY NOTIFICATION**

Per 32 CFR 989.24(c), notification was provided to the State Single Point of Contact (Florida State Clearinghouse), local government representatives and local news media. The Clearinghouse was provided the *Coastal Zone Management Act Consistency Determination* detailing the proposed action on 18 May 2011 (Appendix A). On 12 Jul 2011 the Clearinghouse indicated they had no additional comments on the EA and gave notice to proceed with the proposed action (Appendix B). Local politicians and news media were notified of the proposed action on 16 May 2011 by the 96th Air Base Wing Office of Public Affairs (Appendix C).

#### **FINDING OF NO SIGNIFICANT IMPACT**

After reviewing the EA prepared in accordance with the requirements of the *National Environmental Policy Act* (NEPA), the Council on Environmental Quality Regulations, the AF Environmental Impact Analysis Process and the 32 CFR 989 (as amended), and on receipt of comments on the document, I have determined the proposed action (Alternative A, the preferred and selected alternative) shall have no significant impact on the quality of the human environment and therefore an Environmental Impact Statement is not necessary. This decision has been made after taking into account all submitted information and considering a full range of practical alternatives that would meet the project requirements. This analysis fulfills the requirements of the NEPA, the President's Council on Environmental Quality and 32 CFR Part 989.



ANTHONY A. HIGDON, Colonel, USAF  
Commander, 96th Civil Engineer Group

28 Jul 11

Date

**Privacy Advisory for Draft EA**

Your comments on this Draft EA are requested. Letters or other written or oral comments provided may be published in the Final EA. As required by law, comments will be addressed in the Final EA and made available to the public. Any personal information provided will be used only to identify your desire to make a statement during the public comment portion of any public meetings or hearings or to fulfill requests for copies of the Final EA or associated documents. Private addresses will be compiled to develop a mailing list for those requesting copies of the Final EA. However, only the names of the individuals making comments and specific comments will be disclosed. Personal home addresses and phone numbers will not be published in the Final EA.

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## **LIST OF ACRONYMS, ABBREVIATIONS AND SYMBOLS**

33 <sup>rd</sup> FW	33 <sup>rd</sup> Fighter Wing
96 ABW	96 <sup>th</sup> Air Base Wing
96 CEG	96 <sup>th</sup> Civil Engineer Group
96 CEG/CEP	96 <sup>th</sup> Civil Engineer Group Environmental Programs Section
96 CEG/CEVR	96 <sup>th</sup> Civil Engineer Group, Environmental Restoration Section
96 CEG/CEVSP	96 <sup>th</sup> Civil Engineer Group, Environmental Analysis Section
96 CEG/CEVSH	96 <sup>th</sup> Civil Engineer Group, Cultural Resources Section
AAC	Air Armament Center
AASHTO	American Association of State Highway and Transportation Officials
AF	Air Force
AFCEE	Air Force Center for Environmental Excellence
AFB	Air Force Base
AFI	Air Force Instruction
AICUZ	Air Installation Compatibility Use Zone
APZ	Accident Potential Zone
AST	Above Ground Storage Tank
BMP	Best Management Practice
BRAC	Base Realignment and Closure
BX	Base Exchange
CAA	Clean Air Act
CCCL	Coastal Construction Control Line
CWA	Clean Water Act
CEQ	Council on Environmental Quality
CFR	Code of Federal Regulations
CZ	Clear Zone
CZMA	Coastal Zone Management Act
dB	Decibel
DNL	Day-Night Average A-Weighted Sound Level
DoD	Department of Defense
DOS	Department of State
DOT	Department of Transportation
EA	Environmental Assessment
EIAP	Environmental Impact Analysis Process
EIS	Environmental Impact Statement
EPA	Environmental Protection Agency
ERP	Environmental Restoration Program
ESA	Endangered Species Act
EO	Executive Order
FAC	Florida Administrative Code
FCMP	Florida Coastal Management Program
FDEP	Florida Department of Environmental Protection
FDHR	Florida Division of Historical Resources
FONSI	Finding of No Significant Impact
FWC	Florida Fish and Wildlife Conservation Commission
GHG	Greenhouse Gas
GIS	Geographic Information System

INRMP	Integrated Natural Resources Management Plan
INSMP	Invasive Non-native Species Management Program
MILCON	Military Construction
MHPI	Military Housing Privatization Initiation
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NPDES	National Pollutant Discharge Elimination System
NOI	Notice of Intent
NWFWMD	Northwest Florida Water Management District
OSHA	Occupational Safety and Health Act
PT	Physical Training
QD Arc	Quantity Distance Arc
RCS	Report Control System
RCW	red-cockaded woodpecker
SHPO	State Historic Preservation Officer
SPOC	Single Point of Contact
SWPPP	Stormwater Pollution Prevention Plan
SUP	Shared Use Path
T&E	Threatened and Endangered Species
WFRPC	West Florida Regional Planning Council

# **1 PURPOSE AND NEED FOR ACTION**

## **1.1 Introduction**

This Environmental Assessment (EA) analyzes the potential environmental impacts which may occur as a result of the construction of new Shared Use Paths (SUPs) and the improvement to existing SUPs within the Main Base of Eglin Air Force Base (AFB), Okaloosa County, Florida. **Figure 1-1** presents a regional map of the project area. This project is proposed by the 96<sup>th</sup> Civil Engineering Programs Division (96 CEG/CEP) at Eglin AFB.

This EA defines the Purpose and Need for the construction of new SUPs and improvements to existing SUPs; describes the Proposed Action and Alternatives; identifies the preferred alignment for the proposed paths; and evaluates the potential environmental impacts that may result from the construction of the new SUPs and improvements to the existing SUPs. This EA will be prepared by Eglin AFB through its contractor, Aerostar Environmental Services, Inc., in accordance with federal, Air Force (AF), state, and local regulatory agency requirements and applicable statutes, policies and regulations as outlined in Section 1.9.1 Environmental Policy.

The environmental analysis contained within this EA will determine if a Finding of No Significant Impact (FONSI) can be issued or if there would be significant impacts that would require the preparation of an Environmental Impact Statement (EIS).

## **1.2 Shared Use Path Definition**

According to the *Guide for the Planning, Design and Operation of Bicycle Facilities*, American Association of State Highway and Transportation Officials (AASHTO), February 2010, a SUP is described as follows:

A bikeway physically separated from motorized vehicular traffic by an open space or barrier and either within the highway right-of-way or within an independent right-of-way. Shared use paths may also be used by pedestrians, skaters, wheelchair users, joggers and other non-motorized users. (AASHTO, 2010)

For the purpose of this EA, the term Shared Use Path will be referenced with the acronym SUP. SUP(s) will refer to paths that have an improved hardened surface and that are dedicated to pedestrian and bicycle use. Existing paths that do not have improved hardened surfaces, and are primarily used for recreational purposes by pedestrians and bicyclists, will be referenced as Recreation Routes. Existing SUPs and Recreation Routes will be described further in Section 1.5.2

## **1.3 Background**

The 96<sup>th</sup> Air Base Wing (96 ABW) mission consists of providing support for the Air Armament Center

(AAC) and associated units with traditional military services as well as civil engineering and all other host services. Its people are responsible for material resources, mobility requirements and meeting the needs of Eglin personnel.

The 96 CEG provides support to the 96 ABW through its mission to operate, maintain and protect the physical plant, infrastructure, facilities and systems, housing and the environment. (U.S. AF Fact Sheet, 96 ABW) The majority of these supported facilities and services comprise the eastern and western portions of the Main Base. Typical transportation modes between the facilities and services include the use of Department of Defense (DoD) and personal vehicles, bicycling, jogging and walking. As the steward of infrastructure, the 96 CEG is proposing the construction of new SUPs and improvements to existing SUPs.

The 96 ABW, AAC and twelve other units, personnel and dependents utilize the existing SUPs to access work, physical training (PT) areas, housing, shopping, recreation and other services. Recent Base Realignment and Closure (BRAC) initiatives resulted in the relocation of the Joint Strike Fighter and the 7<sup>th</sup> Special Forces to Eglin AFB, thereby potentially adding approximately 9,000 people, including active duty personnel and dependents, to the existing Eglin AFB population of approximately 12,000. (USAF, 2010a) The 33<sup>rd</sup> Fighter Wing (33<sup>rd</sup> FW) will include over 2,000 military personnel and 260 contractors by 2014. The 33<sup>rd</sup> FW will also F-35 Lightning II aircrafts to Eglin beginning 2010.

With the addition of the Military Construction (MILCON) Fitness Center, which is expected to be built in the near future to support DoD personnel fitness needs, along with the anticipated increase in Eglin AFB population, the existing SUPs are expected to be utilized more frequently for training and commuting purposes.

## **1.4 Location of the Proposed Action**

The Proposed Action is located on the Main Base of Eglin AFB. The Main Base comprises approximately 18 square miles and is located in Okaloosa County in the south central portion of the Eglin AFB installation. Eglin AFB comprises approximately 724 square miles within Santa Rosa, Okaloosa and Walton Counties, Florida (**Figure 1-1**). **Figure 1-2** presents the location of the Proposed Action within Eglin AFB.

## **1.5 Purpose of and Need for the Proposed Action**

### **1.5.1 Purpose of the Proposed Action**

The purpose of the Proposed Action is focused on providing support to DoD personnel, dependents, contractors and visitors, who are traveling to work, PT areas, housing, shopping, recreation, schools and other services within the Main Base. The Proposed Action will address the following objectives:

- Provide dedicated paths for safe, efficient connection for pedestrians and bicyclists between the East, West and Northwest Gates.
- Provide dedicated paths for safe, efficient connection for pedestrians and bicyclists between the dormitories and the commissary and Base Exchange (BX).
- Provide connection to existing SUPs in neighboring communities.
- Support AF fitness requirements by improving safety along the existing SUPs currently used for PT purposes by providing a physically separate path, as well as increasing the overall length of paths suitable for PT use.
- Reduce fuel consumption, traffic congestion, and vehicle emissions throughout the Main Base.
- Maximize the use of existing SUPs and recreational trails, thereby more fully providing benefit of the investment into the existing SUPs.
- Improve the overall fitness and quality of life for DoD personnel, dependents, contractors and visitors.

An overview map of the Proposed Action is presented in **Figure 1-3**. The Proposed Action would also include the construction of a tunnel or bridge in order to facilitate safe passage from the dormitories near the tennis courts on the west side of Eglin Boulevard to the PT areas on the east side of Eglin Boulevard.

**Figures 1-4 through 1-6** present detailed plan views of the Proposed Action.

### **1.5.2 Need for the Proposed Action**

The following sections will describe the existing conditions of the SUPs, projected future usage, and the need for the Proposed Action.

#### **1.5.2.1 Shared Use Paths (SUPs)**

The Main Base has approximately four miles of existing SUPs, beginning near the Northwest Gate along an abandoned railroad bed continuing east to the Commissary on Memorial Trail. This SUP continues east along Memorial Trail to the intersection with Eglin Boulevard. The existing SUP along Eglin Boulevard is five feet, six inches wide while the remaining portion is ten feet wide. The SUP continues east to the Climatic Lab on Eglin Boulevard and north to the parking area for King's Hangar on Second Street. DoD personnel, dependents, contractors and visitors primarily utilize this SUP for commuting to work and surrounding services.

#### **1.5.2.2 Recreation Routes**

The Main Base has a total of approximately eight miles of the Recreation Routes. These routes consist of various trail conditions and surface treatments including asphalt, gravel and dirt. There are two routes located in the eastern portion of the Main Base. The first route is accessed from Eglin Boulevard. This route is approximately two miles long, encompassing the sports complex and extending to Weekly Bayou. The second route is accessed from the east end of Eighth Street, encompassing 96<sup>th</sup> Civil Engineering (96 CEG) offices, recreational facilities, and housing near Weekly Bayou, Weekly Pond and Post'l Lake. Access to these areas from the dormitories and the East Gate entrance is complicated by the

high volume of traffic along Eglin Boulevard. In addition, access to the facilities south of Weekly Pond is limited to a narrow foot path along Eighth Street and Kissimmee Road.

The existing Recreation Routes in the western portion of the Main Base include approximately three miles of routes that surround Upper and Lower Memorial Lakes. DoD personnel, dependents, contractors and visitors are able to access these routes from Eglin Boulevard and nearby residential streets. However, the routes in the eastern and western portions of the Main Base are separated by segments approximately one mile long located along Eglin Boulevard that have no designated pedestrian and bicycle paths. See **Figure 1-3** for an overview and Figures **1-4** through **1-6** for a detailed view of existing Recreation Routes.

#### **1.5.2.3 Increased Usage Projected**

The projected increase to the population of Eglin AFB mentioned previously would likely result in increased vehicle as well as pedestrian and bicycle traffic within the Main Base, thereby reducing safety and efficiency for each of these modes of travel where there are no existing SUPs.

The projected population increase at Eglin AFB will likely result in increased access of SUPs which are located in the neighboring areas of Valparaiso and Shalimar because they provide access to shopping and services for DoD personnel and dependents that may not be provided on Eglin AFB. A map of neighboring SUPs is presented in **Figure 1-7**.

In summary, the existing SUPs do not provide a continuous and efficient route between work, PT areas, housing, schools, recreation, shopping and other facilities and services on the Main Base. In order to meet the demands of the anticipated population increase, the Proposed Action is needed to promote the use of existing SUPs for efficient commuting and improved physical fitness while reducing vehicle emissions and traffic congestion, reducing overall fuel consumption, and improving the overall quality of life on Eglin AFB for DoD personnel, dependents, contractors, and visitors. The Proposed Action must also meet these objectives while avoiding impacts to mission critical areas.

## **1.6 Project Scoping and Development**

The Proposed Action and Alternatives were developed by the 96 CEG/CEP in cooperation with other appropriate Eglin AFB personnel. In order to initiate the environmental analysis the proponent, 96 GEG/CEP, submitted an Eglin AF Form 813 and a Request for Environmental Impact Analysis to the Environmental Analysis Section (96 CEG/CEVSP). The 96 CEG/CEVSP reviewed the AF Form 813 and determined that an EA is required to address the Proposed Action. The AF Form 813 control number for this project is Report Control System (RCS) Number 10-183.

## **1.7 Organization of the Environmental Assessment**

The EA will follow the organization established by Council on Environmental Quality (CEQ) Code of Federal Regulations (CFR), 40 CFR, Parts 1500-1508, and consists of the following chapters.

1. Purpose and Need for Action
  2. Description of Proposed Action and Alternatives
  3. Affected Environment and Consequences
  4. Cumulative Impacts
  5. Plans, Permits and Management Actions
  6. List of Preparers
  7. References
- Figures  
Tables

## **1.8 Permitting Requirements**

This section describes the environmental permitting and agency coordination that is necessary for the implementation of the Proposed Action and that should be achieved prior to the final design. As the proponent, Eglin AFB will be responsible for obtaining or overseeing the acquisition of all required permits and ensuring compliance with all conditions contained within the permits. This section may be expanded throughout the analysis process.

### **1.8.1 National Pollutant Discharge Elimination System (NPDES)**

As authorized by the Clean Water Act (CWA) 1972, the National Pollutant Discharge Elimination System (NPDES) permit program controls water pollution by regulating point and non-point sources that discharge pollutants into waters of the United States. The U.S. Environmental Protection Agency (EPA) administers NPDES regulations govern construction related ground disturbances greater than one acre. The State of Florida administers the NPDES program through the Florida Department of Environmental Protection (FDEP). The Proposed Action and Alternatives would be expected to disturb more than five acres of land. A project of this size is defined as a large construction activity and would require a permit under the State of Florida Generic Permit for Stormwater Discharge from Large and Small Construction Activities under Florida Administrative Code (FAC) 62-621.300.

### **1.8.2 Environmental Resource Permit**

The FDEP, under FAC 62-346, Environmental Resource Permitting in Northwest Florida regulates activities involving the alteration of surface water flows. This includes new activities in uplands that generate stormwater runoff from upland construction, as well as dredging and filling in wetlands and other surface waters. The program is designed to ensure that such activities do not degrade water quality or cause flooding. Since the Proposed Action is a recreational path, that meets all exemption

requirements outlined in FAC 62-346.051.13, it is exempt from this permit.

#### **1.8.3 Coastal Zone Management Act (CZMA)**

The CZMA was enacted in 1972 in order to preserve, protect, develop, and where possible, to restore and enhance the resources of the nation's coastal zone. It encouraged coastal states to develop and implement comprehensive management programs that would balance the need for coastal resource protection with the need for economic growth and development in the coastal area.

The Florida Coastal Management Program (FCMP) is based on a network of agencies implementing 24 statutes that protect and enhance the state's natural, cultural and economic coastal resources. The goal of the program is to coordinate local, state and federal agency activities using existing laws to ensure that Florida's coast is as valuable to future generations as it is today. FDEP is responsible for directing the implementation of the statewide coastal management program. See **Appendix A** for the consistency determination.

#### **1.8.4 Coastal Construction Control Line Program (CCCL)**

The Coastal Construction Control Line Program (CCCL) is an essential element of Florida's coastal management program, providing protection for Florida's beaches and dunes. The Florida legislature initiated the CCCL Program to protect the coastal system from improperly sited and designed structures that may destabilize or destroy the beach and dune system. Under this program, permits are required for any erosion control devices, excavations or erection of structures within the CCCL. This line extends landward from the shores along the Gulf of Mexico, excluding Choctawhatchee Bay, and its potential inland extent of erosion due to a 100-year storm event. The Proposed Action site is landward of Choctawhatchee Bay, therefore outside of the CCCL.

#### **1.8.5 Florida Division of Historical Resources (FDHR)**

Previous cultural resource surveys conducted in the Proposed Action area did not reveal any cultural or historic resources present; therefore, the Proposed Action will not require concurrence from the FDHR. However, should historic or prehistoric resources be located within the Proposed Action area, concurrence and avoidance or mitigation of these resources may be necessary.

#### **1.8.6 Tribal Consultation**

The Proposed Action will not require tribal consultation. However, should tribal resources be located within the Proposed Action area, consultation and avoidance or mitigation of these resources may be necessary.

## **1.9 Laws and Regulations**

This section describes laws, regulations and processes that govern the development and approval of this EA and subsequent FONSI. This section may be expanded throughout the analysis process.

### **1.9.1 Environmental Policy**

The National Environmental Policy Act (NEPA) of 1969, as amended, establishes a national environmental policy with goals for the protection, maintenance and enhancement of the environment and provides a process for accomplishing these goals within federal agencies. NEPA requires federal agencies to consider, as part of planning and decision-making processes, the impact(s) of their actions on the natural and physical environment. The level of analysis required to meet NEPA requirements depends on the scope and severity of the environmental impacts threatened by the proposed action.

The EA will be prepared in accordance with federal, AF, state, and local regulatory agency requirements and applicable statutes, policies and regulations to include the guidelines presented in Table 1-1.

**Table 1-1: Federal, AF and State Statutes and Regulations**

<b>Regulation</b>	<b>Part Number</b>
<b>Air Quality</b>	
Clean Air Act (CAA)	42 USC 7401 et seq., as amended
Florida Air and Pollution Control Act	F.S. 403.011 et seq.
Federal Compliance with Pollution Control Standards	EO 12088
Environmental Quality	AFI 32-70
Air Quality Compliance	AFI 32-7040
<b>Noise</b>	
Noise Control Act of 1972	42 USC 4901 et. seq., Public Law 92-574
Air Installation Compatible Use Zone Program	AFI 32-7063
<b>Water Quality, Wetlands, Floodplains and Coastal Areas</b>	
Clean Water Act (CWA)	33 USC 1251 et seq., as amended
Coastal Zone Management Act (CZMA)	42 USC 1451 et seq. and F.S. 380.20 et. seq.
Florida Department of Environmental Protection	FAC 62-621.300
Florida Department of Environmental Protection Environmental Resource Permitting Program in Northwest Florida	FAC 62-346
Florida Environmental Land and Water Management Act	F.S. 380.012 et. seq.
Protection of Wetlands	EO 11990
Floodplain Management	EO 11988
Water Quality Compliance	AFI 32-7041
Florida Air and Water Pollution Control Act	F.S. 403.011 et. seq.
State Surface Water Regulations	Chapter 62-346 F.AC
<b>Biological Resources</b>	
Endangered Species Act of 1973	16 USC 1531-1543
Migratory Bird Treaty Act of 1918	16 USC 703-712
Integrated Natural Resource Management	AFI 32-7064
<b>Land Use and Aesthetic Resources</b>	
NEPA	42 USC 4321 et seq.
<b>Cultural Resources</b>	
National Historic Preservation Act of 1966	16 USC 470 et seq., as amended
Archaeological Resources Protection Act	16 USC 470a-11, as amended

<b>Regulation</b>	<b>Part Number</b>	
American Indian Religious Freedom Act of 1978	42 USC 1996	
The Native American Graves Protection and Repatriation Act of 1990	Public Law 101-601; 25 USC 3001-3013	
Cultural Resource Management	AFI 32-7605	
<b>Hazardous Materials and Waste Management</b>		
Resource Conservation and Recovery Act of 1976	42 USC 6901, as amended	
Florida Solid and Hazardous Waste Management Act	F.S.	403.702 et seq.
Solid and Hazardous Waste Compliance	AFI 32-7042	
Environmental Restoration Program	AFI 32-7020	
Defense Environmental Restoration Program	10 USC 2701 et seq.	
<b>Environmental Justice</b>		
Federal Actions to Address Environmental Justice in Minority Populations and Low-income Populations	EO 12989	
<b>Transportation</b>		
Hazardous Material Transportation Act of 1975	49 USC 1761	

#### **1.9.2 Integration of Other Environmental Statutes and Regulations**

To comply with NEPA, the planning and decision-making process for Proposed Action by federal agencies involves a study of relevant environmental statutes and regulations. The NEPA process, however, does not replace procedural or substantive requirements of other environmental statutes and regulations. NEPA addresses them collectively in the form of an EA or EIS, which provides the decision-maker with a comprehensive view of major environmental issues and requirements associated with the Proposed Action.

#### **1.9.3 Relevant Environmental Issues**

This EA will identify, describe and evaluate the potential impacts to the *natural environment* (water, biological, forestry and cultural resources, soils and geology, environmental restoration area, and air quality), *physical environment* (air space, asbestos, cultural resources, greenhouse gas, climate change, hazardous material and waste, lead-based point, occupational health and safety, noise, polychlorinated biphenyls (PCBs), radon, traffic, utilities, visual, and pollution prevention) and the *local community* (socioeconomic and environmental justice; land use and aesthetics; transportation and utilities), associated with the construction of the Proposed Action and Alternatives. Impacts to the environments that occur as a result of the Proposed Action and Alternatives, as well as impacts to the Proposed Action and Alternatives by the environments, will be studied in the depth necessary to adequately identify, describe and evaluate the impacts. Cumulative impacts of the Proposed Action and Alternative with other actions will also be evaluated.

The level of detail taken for issues studied will be relevant to their likely impact related to the Proposed Action or Alternatives. Issues that will have significant impacts will be studied in greater detail while actions that are not likely to have significant impacts will be studied in lesser detail.

#### **1.9.4 Relevant Environmental Documents**

Related environmental documents include:

- Eglin AFB General Plan – Main Base and Duke Field (General Plan), November 2001 (USAF, 2001);
- Final EIS for *Proposed Implementation of the BRAC 2005 Decisions and Related Actions at Eglin AFB, Florida, EIS*, 2008 (USAF, 2008a);
- Air Installation Compatible Use Zone (AICUZ) Study, Eglin Air Force Base, Florida, March 2006, (USAF 2006)
- Eglin AFB Strategic Vision Plan 2040 (Strategic Vision), (USAF, 2008b);
- Final EA for Mid-Bay Bridge Connector, (USAF, 2008c);
- Final EA for MILCON Fitness Center, 2010 (USAF, 2010a);
- Supplemental EA for Mid-Bay Bridge Connector, 2010 (USAF, 2010b); and
- Final Integrated Natural Resources Management Plan, 2010, (USAF 2010c).

## **1.10 Public and Agency Notification**

Per 32 CFR 989.24(c), notification the Draft EA was provided to the Florida State Clearinghouse which is the state Single Point of Contact (SPOC) on May 18, 2011. The SPOC was also provided the FCMP Consistency Determination detailing the Proposed Action on May 18, 2011. See **Appendix A**.

On July 12, 2011 the SPOC concluded the review for consistency with the FCMP and other state agencies. No comments were received from the Florida Department of State (DOS), Florida Department of Transportation (DOT), the FDEP and the Northwest Florida Water Management District (NFWFMD). The West Florida Regional Planning Council (WFRPC) had comments regarding work planned by their agency during the summer of 2011. A follow up comment received from the WFRPC indicated that no coordination would be required. No public comments were received. See **Appendix B**.

Local politicians and news media were notified of the proposed action on May 16, 2011 by the 96th Air Base Wing Office of Public Affairs. See **Appendix C**.

## **2 DESCRIPTION OF PROPOSED ACTION AND ALTERNATIVES**

### **2.1 Introduction**

This chapter will compare the alternatives in terms of their consistency with the stated Purpose and Need as discussed in Section 1.5. Selection criteria used for determining alternatives that would be carried forward for further analysis will be described in Section 2.2. Alternatives considered but eliminated from analysis will be presented in Section 2.3. A detailed description of alternatives carried forward for analysis will be provided in Section 2.4. A comparison of the Alternatives based on potential environmental impacts will be described in Section 2.5.

The NEPA requires the identification and evaluation of practical alternatives in order to demonstrate the proponent has a full knowledge prior to committing to a final decision. Alternatives that were identified during the scoping process will be described along with the reason for excluding them from further analysis.

### **2.2 Selection Criteria**

According to Environmental Impact Analysis Process (EIAP), 32 CFR Part 989.8, analysis of alternatives should include the Proposed Action, the No-Action Alternative and other reasonable alternatives that meet the Purpose and Need for the proposed action. The AF may eliminate alternatives from detailed analysis based on reasonable selection criteria such as operational, technical or environmental standards suitable to a particular project.

The Proposed Action and Alternatives must meet the project's purpose and need, must be consistent with the overall mission of Eglin AFB and must minimize impacts to the natural and physical environment. Impacts to the users of the Proposed Action by environments within close proximity to the paths are also considered. The selection criteria described below were used in determining which alternatives were carried forward for analysis.

- Purpose and Need – Proposed Action and Alternatives must be consistent with stated Purpose and Need as described in Section 1.5.
- Operational Compliance – Impacts to mission critical operations such as airfield and range activities as well as normal traffic flow must be avoided.
- Technical Feasibility – Considerations include, but are not limited to, overall safety, close proximity with airfields, munitions ranges, hazardous materials or other hazardous environments.
- Environmental Compliance (Natural Resources) – Impacts to natural resources such as wetlands, water bodies, and threatened and endangered (T&E) species and habitats must be avoided.
- Environmental Compliance (Cultural Resources) – Impacts to cultural resources must be avoided.
- General Plan and Strategic Vision Compliance – Proposed Action and Alternatives must be

consistent with the General Plan and Strategic Vision, especially as it relates to the future development of Town Center District Plan and extending bicycle and pedestrian paths, (General Plan, Para. 4.26.3.4) other planned facilities, roadways and infrastructure.

- Department of Transportation (DOT) Consistency – Proposed Action and Alternatives must be consistent with design standards for bicycle and pedestrian paths, including slope, minimum width and surface conditions.
- Project Facility Maintenance – Proposed Action and Alternatives must consider minimizing the level of effort needed to maintain surface conditions and shoulder and slope stabilization of constructed paths.
- Aesthetic Appeal – The overall aesthetic appeal must encourage use of facilities and must not detract from the surrounding areas.
- Land Use – Proposed Action and Alternatives must not conflict with existing land uses or create any immediate or long-term noticeable effects on future land uses for adjacent properties.

See **Table 2-1** for a comparison of the Proposed Action and Alternatives with the selection criteria

**Table 2-1: Selection Criteria Compared with Proposed Action and Alternatives**

Selection Criteria	Alternative A	Alternative B	Alternative C	Alternative D	No-Action Alternative
Purpose and Need	YES	YES	NO	NO	NO
Operational Compliance	YES	YES	NO	NO	NO
Technical Feasibility	YES	YES	NO	NO	NO
Avoids Natural Resources Impacts	YES	NO	YES	NO	YES
Avoids Cultural Resource Impacts	YES	NO	YES	NO	YES
General Plan and Strategic Vision Compliance	YES	YES	NO	NO	NO
DOT Consistency	YES	YES	YES	YES	YES
Minimized Maintenance Needs	YES	NO	YES	NO	YES
Aesthetic Appeal	YES	YES	YES	YES	NO
Land Use	YES	YES	NO	YES	YES

## **2.3 Alternatives Considered But Eliminated from Further Analysis**

This section provides a description of alternatives that were considered but were eliminated from further analysis. Alternatives that do not meet the Purpose and Need as described in Section 1.5 and do not meet the selection criteria as described in Section 2.2 will not be carried forward for further analysis.

### **2.3.1 Alternative B**

Alternative B would consist of constructing a ten-foot wide SUP, approximately 15.68 miles long, and a tunnel or bridge, which is discussed in Section 2.4.1. The footprint of Alternative B would be approximately 19 acres. See **Figure 2-1** for an overview of Alternative B.

This alternative was eliminated from further analysis because it does not meet the stated selection criteria for the following reasons:

- This alternative would significantly affect natural resources such as wetlands, streams and T&E species and habitat.
- This alternative would significantly affect cultural resources.
- This alternative would significantly affect environmental restoration areas.
- This alternative would cross an inner Quantity Distance Arc (QD Arc).
- This alternative would also cross the coastal zone along Choctawhatchee Bay, which will likely result in significant effort needed to maintain the surface and shoulder conditions.

### **2.3.2 Alternative C**

Alternative C would consist of constructing approximately 6.14 miles of SUPs along the northern boundary of Eglin AFB airfield facilities and would connect the East Gate to the Northwest Gate. **Figure 2-2** provides an overview of this path.

This alternative was eliminated from further analysis because it does not meet the stated selection criteria for the following reasons:

- This alternative connects the East Gate to the Northwest Gate but does not connect dormitories, shopping, recreation or other facilities within the Main Base and does not utilize existing SUPs.
- This alternative conflicts with operational considerations because it passes through areas that have significantly restricted access due to safety and security concerns along Perimeter Road.
- This alternative conflicts with technical considerations because it intersects two commercial taxiways; transverses two interior QD Arcs, Graded Clear Zones, Clear Zones within the Air Accident Zone Areas and two active airfield ramp surfaces.
- This alternative does not support the General Plan or Strategic Vision in that it does not provide a commuting alternative for the housing areas and does not support the Town Center District Plan.
- Finally, this alternative conflicts with the current land use of adjacent properties and does not provide an aesthetically pleasing path, as this area is primarily industrial in nature.

### **2.3.3 Alternative D**

Alternative D would consist of constructing approximately 8.69 miles of SUPs primarily along the coast,

thereby connecting the East Gate to 12<sup>th</sup> Avenue in the southwestern portion of the Main Base. Alternative D consists of approximately 5.2 miles along the undeveloped coast of Choctawhatchee Bay with approximately 1.86 miles within an undeveloped forested area and approximately 1.63 miles along residential and commercial development. **Figure 2-3** provides an overview of this path.

- This alternative was eliminated from further analysis because it does not meet the stated selection criteria for the following reasons:
- This alternative does not connect the East Gate, West Gate and the Northwest Gate; to the West Gate; connecting dormitories, shopping, recreation or other facilities within the Main Base and does not utilize existing SUPs.
- This alternative conflicts with operational and technical considerations because it transverses Range A-22, which is an active range.
- This alternative does not minimize impacts to natural resources because it transverses the highly regulated Coastal Zone, floodplains, wetlands, streams and a site of a known bald eagle's nest on Choctawhatchee Bay.
- This alternative does not minimize impacts to cultural resources because it transverses several known cultural resource sites.
- This alternative does not support the General Plan or Strategic Vision because it does not provide a direct commuting alternative from the housing areas to shopping and work and does not support the Town Center concept.
- This alternative would require a significantly higher level of effort to maintain the appropriate surface and shoulder conditions of the path due to wave driven erosion that often occurs along this coast.

## 2.4 Selection of Alternatives to Carry Forward for Analysis

This section describes the alternatives that were carried forward for further analysis. The NEPA process requires that reasonable alternatives to the Proposed Action and the No-Action Alternative be analyzed further to allow for a well-informed decision regarding the selection of the Proposed Action. Therefore, Alternative A and the No-Action Alternative will be analyzed in detail in Chapter 3.

### 2.4.1 Alternative A (Proposed Action)

Alternative A will consist of constructing a ten-foot wide SUP, approximately 8.24 miles long, which will provide a safe and efficient alternative for pedestrians and bicyclists who travel within the Main Base. This SUP will be located parallel with many existing roadways within commercial, industrial, residential and recreational areas and will include approximately 0.79 miles through undeveloped forested areas. In the undeveloped area, the width of the maintained corridor will be 30 feet. This SUP will connect DoD personnel, dependents, contractors and visitors with facilities and services on the eastern portion of the Main Base such as dormitories, work places, physical training areas, and Recreation Routes, with facilities and services on the western portion of the Main Base such as work places, housing, schools, Recreation Routes, hospital, and commissary. Gates would be installed at the end of Segments 11 and 16 based on current security guidelines. The footprint of this alternative will be approximately 11.89 acres.

This alternative will include the construction of a tunnel or bridge just south of the existing tennis courts, within Segment 2, in order to provide pedestrians and bicyclists safe passage across Eglin Boulevard between the PT facilities and dormitories. **Figures 1-4 through 1-6** present detailed views of Alternative A. **Table 2-2** provides a summary of the segments that comprise Alternative A.

The Proposed Action was identified as Alternative A because it meets the stated Purpose and Need, does not significantly conflict with any of the stated selection criteria and affects the least amount of overall area. Alternative A meets the following objectives:

- Provides the needed safe and efficient connection with the East, West and Northwest Gates, housing, physical fitness areas, shopping, recreation, and other services within the Main Base;
- provides connection to SUPs in neighboring communities;
- supports the AF fitness requirements;
- encourages the reduction of fuel consumption, traffic congestion, and vehicle emissions;
- maximizes the use of existing SUPs; and,
- improves the overall quality of life for DoD personnel, dependents, contractors and visitors.

Furthermore, in comparison to other identified alternatives, the Proposed Action will:

- Avoid impacts to operations and safety while improving vehicle traffic flow;
- avoid impacts to natural and cultural resources;
- supports the General Plan and Strategic Vision objective of creating Town Districts;
- require minimal effort to maintain surface and shoulder conditions;
- be aesthetically appealing to users and surrounding tenants; and,
- will produce no significant conflict with existing or proposed future land use.

**Table 2-2: Summary of Alternative A (Proposed Action) Path Segments**

Segment	Connects	Parallel Roadway	Length of Segments (Linear Feet)	Footprint of Impact (Square Feet)	Site Conditions
1	East Gate to Shoppette	Eglin Blvd.	1,153	11,531	Existing grass right of way.
2	Shoppette to Eighth St.	Eglin Blvd.	1,060	10,603	Existing grass right of way and road crossings.
3	Eighth St. to Seventh St.	Eglin Blvd.	1,413	14,129	Existing grass right of way, adjacent parking areas, and road crossings.
4	Seventh St. to Climatic Lab	Eglin Blvd.	3,774	37,737	Existing grass right of way, adjacent parking areas, and road crossings.
5	Eglin Blvd. to Sixth St.	Eighth St., Recreation Route, Seventh St. and Cortese Rd.	4,489	44,894	Existing grass right of way and road crossings.
5.1	Sixth St. to Eglin Blvd.	None	1,377	13,769	Existing maintained grassed area.
6	Magnolia St. to Memorial Dr.	Second St.	2,844	28,444	Existing grass right of way, adjacent parking areas, taxiway and road crossings.
7	Climatic Lab to Memorial Dr.	Eglin Blvd.	2,149	21,492	Existing grass right of way.
8	Commissary Parking Area	Memorial Dr.	1,206	12,060	Existing parking lot.
9	Park to West Gate	Eglin Blvd.	5,215	52,148	Existing grass right of way and road crossings.
10	Griffin Way to Northwest Gate	Griffin Way and Nomad Way	2,308	23,081	Existing grass right of way, adjacent parking areas, and road crossings.
11	Eglin Blvd. to Daytona Rd.	Wicker Cir.	2,490	24,901	Existing grass right of way, adjacent parking areas, and road crossings.
12	Existing SUPs to the west end of Foster Dr.	Foster Dr.	2,188	21,881	Existing grass right of way and road crossings.
13	Foster Rd and Hatchee Rd. (west)	None	1,694	50,820*	Undeveloped area with mature tree canopy and road crossing.
13.1	Hatchee Rd. (west) to Boatner Rd.	None	2,529	25,291	Existing grass right of way and parking areas.
14	Boatner Rd. to Azalea Dr.	Ash Dr.	3,116	30,086	Existing grass right of way and road crossings.
15	Azalea Dr. to Segment 17	None	2,031	39,853	Undeveloped area with mature tree canopy.
16	Segment 16 to Hwy 85	None	2,465	73,962*	Undeveloped area with mature tree canopy.
<b>Total Length: 43,501 linear feet (8.24 miles)</b>			<b>Disturbed Area (10-foot width) 393,420 sf (9.03 ac)</b>		
			<b>*Disturbed Area (10-foot SUP with 30-foot width corridor) 124,770 sf (2.86 ac)</b>		
			<b>Total Disturbed area 11.89 acres</b>		

#### **2.4.2 No-Action Alternative**

The No-Action Alternative is required by NEPA to serve as the benchmark for other alternatives in order to show change or effect on environmental components associated with those alternatives. Under the No-Action Alternative, Eglin AFB would not construct new SUPs or improve the existing SUPs.

Under this No-Action Alternative, the Purpose and Need objective would not be met, resulting in continued limited access to safe SUPs for DoD personnel, dependents, contractors and visitors. However, as required by NEPA, the No-Action Alternative will be carried forward for further analysis to provide a detailed comparison of all alternatives. Figure 2-4 presents an overview the existing pedestrian and bicycle paths, which would be unaffected under the No-Action Alternative.

#### **2.5 Summary of Comparison of the Proposed Action and Alternatives**

This section will summarize how the Proposed Action and the No-Action Alternative differ in relation to environmental impacts. **Table 2-3** presents a summary of issues and potential impacts associated with the Proposed Action and the No-Action Alternative based on information provided by the proponent, site visits and a review of geospatial data provided by Eglin AFB. **Figure 2-5** presents an overview of the Proposed Action and Alternatives B, C and D.

**Table 2-3: Summary of Issues and Potential Impacts**

Issue	Proposed Action	No Action
Air		
Air Quality	Likely No Significant Impact Temporary impact to air quality may occur during construction due to dust and increased emissions from construction equipment. Appropriate construction best management practices (BMP) will be maintained to reduce impact to air quality during construction.	Likely No Significant Impact Local air quality is likely to decrease slightly due to increased vehicle emissions as the population increases on the Main Base.
	Likely Beneficial Impact After completion of the project local air quality is likely to improve due to reduced vehicle emissions.	
Greenhouse Gas (GHG) Climate Change	Likely No Significant Impact Temporary increases to GHG emissions may occur during construction due to dust and increased emissions from construction equipment. Appropriate construction BMPs will be maintained to reduce impact to GHG during construction.	Likely No Significant Impact Local air quality is likely to decrease slightly due to increased vehicle emissions as the population increases on the Main Base.
	Likely Beneficial Impact After completion of the project local air quality is likely to improve due to reduced vehicle emissions.	
Air Space	No Impact There will be no impact to air space designations.	No Impact

<b>Issue</b>	<b>Proposed Action</b>	<b>No Action</b>
<b>Asbestos</b>	<p style="text-align: center;">No Impact</p> <p>No buildings or structures will be impacted by the Proposed Action, therefore no asbestos containing substances will be affected.</p>	No Impact
<b>Biological Resources</b>		
<b>Vegetation</b>	<p style="text-align: center;">Likely No Significant Impact</p> <p>Permanent native vegetation, including grasses, shrubs and trees, will be re-established as construction completion progresses. The corridor will be maintained to assure adequate survival of planted species and adequate control of non-native invasive species. There are no likely significant adverse affects on any sensitive vegetation habitats, no conflicts with the INSMP and no restrictions for mission critical activities.</p>	No Impact
	<p style="text-align: center;">Likely Adverse Impact</p> <p>Approximately 10 acres (8.24 miles x 10 feet) of existing vegetation will be replaced with an asphalt surface.</p>	No Impact
<b>Migratory Wildlife</b>	<p style="text-align: center;">No Significant Impact</p> <p>The Proposed Action would potentially impact approximately three acres of migratory bird habitat. To avoid impacts to migratory birds, land clearing should occur on or after September 1 through March 15 to avoid the nesting season. Coordination with Eglin Natural Resources Section, 96 CEG/CEVSN, is required prior to project initiation to ensure compliance with the MBTA.</p>	No Impact
<b>Native Terrestrial Wildlife Species</b>	<p style="text-align: center;">Likely No Significant Impact</p> <p>Under the Proposed Action construction activities may have an indirect localized effect on native terrestrial wildlife species. However, it is anticipated that these species would either move to another location or remain within the area and utilize adjacent habitat. Therefore, no significant impacts to native terrestrial wildlife species are expected from land clearing activities.</p>	No Impact
<b>Threatened and Endangered Species</b>	<p style="text-align: center;">No Impact</p> <p>Construction activity is not expected to have any significant impact on the movement, foraging or nesting activities of the Florida black bear. In the event any black bears are observed within the construction zone for the Proposed Action, Eglin Natural Resources will be contacted.</p>	No Impact
<b>Cultural Resources</b>	<p style="text-align: center;">No Impact</p> <p>There are no known cultural resources within the Proposed Action area.</p>	No Impact
<b>Environmental Restoration Program (ERP)</b>	<p style="text-align: center;">No Impact</p> <p>Segment 5.1 crosses an ERP site. Excavation in this area will be reduced to a depth that will not affect testing equipment in the area and additional fill material will be used to elevate the finished surface of the SUP. With these construction method modifications, no impact is expected to the ERP site.</p>	No Impact
<b>Floodplains</b>	<p style="text-align: center;">No Impact</p> <p>There are no floodplains within the corridor of the Proposed Action.</p>	No Impact

Issue	Proposed Action	No Action
<b>Geology, Soils and Erosion</b>	<p>Likely No Significant Impact Temporary impact to soil erosion may occur during construction. Appropriate construction BMPs will be maintained to reduce erosion until permanent stabilization is achieved.</p>	No Impact
<b>Greenhouse Gas (GHG)/Climate Change</b>	<p>Likely No Significant Impact Temporary increases to GHG emissions may occur during construction due to dust and increased emissions from construction equipment. Appropriate construction BMPs will be maintained to reduce impact to GHG during construction.</p>	<p>Likely No Significant Impact Local air quality is likely to decrease slightly due to increased vehicle emissions as the population increases on the Main Base.</p>
	<p>Likely Beneficial Impact After completion of the project local air quality is likely to improve due to reduced vehicle emissions.</p>	
<b>Hazardous Material and Waste</b>	<p>No Impact Aboveground Storage Tanks (AST) located adjacent to Segment 2 and 5 and Bldgs 13 and 600 are adjacent to Segment 3, however no impact is expected.</p>	No Impact
<b>Health and Safety</b>		
QD Arc	<p>Likely No Significant Impact Within Segment 7, approximately 170 feet crosses the edge of outer QD Arc 7, however this is not expected to affect the Health and Safety of SUP users and is not expected to affect the base operations.</p>	Likely No Significant Impact
Noise	<p>Likely No Significant Impact Zone 65 Decibel (dB) contains portions of Segments 3, 4, 8, 11, and 12. Zone 70 dB contains portions of Segments 4, 6, 7, and 10. Zone 75 dB contains portions of Segments 6, 7 and 10. Due to the limited duration of exposure to any of these zones, no significant impacts are expected to the SUP users.</p>	No Impact
<b>Land Use</b>		
General Usage	<p>No Impact The Proposed Action will not affect the land use in communities beyond the Main Base.</p>	No Impact
Noise	<p>No Significant Impact Zone 65 dB contains portions of Segments 3, 4, 8, 11, and 12. Zone 70 dB contains portions of Segments 4, 6, 7, and 10. Zone 75 dB contains portions of Segments 6, 7 and 10. No changes to the existing noise levels near the Proposed Action are expected.</p>	No Impact
CZ	<p>No Significant Impact Within Segment 7, approximately 800 feet crosses the Clear Zone. Segment 8 is within the Clear Zone, however this will not affect the airfield operations.</p>	No Impact
PCBs	<p>No Impacts No known PCB containing materials will be affected by the Proposed Action.</p>	No Impact

<b>Issue</b>	<b>Proposed Action</b>	<b>No Action</b>
<b>Pollution Prevention</b>	<p>No Impact</p> <p>During construction, there will be an increased need for attention to implementing and maintaining construction related pollution prevention practices. The operation of the Proposed Action will not contribute to pollution, therefore, there will be no impact.</p>	No Impact
<b>Radon</b>	<p>No Impact</p> <p>The Proposed Action is not located in an area with a high potential for radon.</p>	No Impact
<b>Stormwater</b>	<p>Likely No Significant Impact</p> <p>Existing stormwater detention ponds are located near Segments 4, 5 and 9. Following construction, these ponds may receive additional inflow. Ponds will be evaluated by engineering flight to determine capacity of pond to handle any additional flow and recommend any retrofit that may be needed. Additional stormwater storage and conveyance structures (swales) will be considered for placement parallel to the SUPs as recommended by the engineering flight. No significant impact to overall stormwater quality is expected.</p>	No Impact
	<p>Likely No Significant Impact</p> <p>Minor temporary impact may during construction due to sedimentation movement. Temporary impact will be minimized by implementing and maintaining BMPs.</p>	No Impact
<b>Traffic</b>	<p>Likely Significant Beneficial Impact</p> <p>After completion of the project, traffic congestion is likely to improve, due to reduced number of vehicles using roadways.</p>	<p>Likely Moderate Adverse Impact</p> <p>Local traffic congestion is likely to increase due to increased vehicles traveling on roadways as the population increases on the Main Base.</p>
<b>Utilities</b>		
Electricity	<p>No Impact</p> <p>Power poles may need to be moved but will be determined during the design phase, however no significant loss of service will be experienced.</p>	No Impact
Potable Water	<p>No Impact</p> <p>Water wells located within or near the path of Segments 14 and 15 will not be affected.</p>	No Impact
Solid Waste	<p>No Impact</p> <p>Sufficient existing landfill space is available off-base to handle the temporary construction debris.</p>	No Impact
Wastewater	<p>No Impact</p> <p>No wastewater resources or infrastructures will be affected by the Proposed Action.</p>	No Impact
<b>Waterbodies</b>	<p>No Impact</p> <p>No waterbodies will be impacted by the Proposed Action.</p>	No Impact
<b>Wetlands</b>	<p>No Impact</p> <p>There are no wetlands within the corridor of the Proposed Action.</p>	No Impact

## **3      AFFECTED ENVIRONMENT AND CONSEQUENCES**

### **3.1    Introduction**

In this chapter, the current environmental site conditions of the natural and physical environment are presented. Section 3.2 will include the natural environment. Section 3.3 will include the physical environment. A description of the existing conditions will be presented under the *Affected Environment* heading. A description of how an impact is determined to be of significance will be included. The potential consequences to the affected environments will be presented under the headings of *Proposed Action* and *No-Action Alternative*. Cumulative Impacts will be evaluated in Chapter 4.

Within the scope of NEPA review, project-related impacts are classified based on changes to the existing environment. The assessment of potential impacts and the determination of their significance are based on the requirements in 40 CFR 1508.27. NEPA identifies three levels of impact:

- **No Impact** - No impact is predicted.
- **No Significant Impact** - An impact is predicted, but the impact does not meet the intensity or context significance criteria for the specified resource.
- **Significant Impact** - An impact is predicted that meets the intensity/context significance criteria for the specified resource. *A significant impact may exist even if the Federal agency believes that on balance the effect will be beneficial.*

Under NEPA (42 USC 4321 *et seq.*), significant impacts are those that have potential to significantly affect the quality of the natural or physical environment and the relationship of people to those environments (40 CFR Section 1508.14). Whether an alternative significantly affects the quality of the environment is determined by considering the context in which it will occur along with the intensity of the action (40 CFR Section 1508.27). The context of an action is determined by studying the potential region of influence and affected interests within each. Significance varies depending on the physical setting of an alternative (40 CFR Section 1508.27). The level at which an impact is considered significant varies for each environmental resource and is referred to as the significance threshold. Significance thresholds are often established by federal, state, tribal or local regulations. In other cases, significance thresholds are determined by the experiences of the specific resource specialists. The intensity of an action refers to the severity of the impacts, both regionally and locally, and may be determined by:

- Overall beneficial project effect versus individual adverse effect(s);
- public health and safety;
- unique characteristics in the area (i.e., wetlands, parklands, ecologically critical areas, cultural resources and other similar factors);
- degree of controversy;
- degree of unique or unknown risks;

- precedent-setting effects for future actions;
- cumulatively significant effects;
- cultural or historic resources;
- special-status species or habitats; and/or
- compliance with federal, state, or local environmental laws.

Natural and physical environmental resources that may be impacted by the Proposed Action and the No-Action Alternative will be addressed based on the level of importance of the environment and significance of the expected impact to that environment. Numerous publicly available studies and assessments have been conducted within Eglin AFB that give complete detailed descriptions of the overall local environmental conditions. These studies and assessments are incorporated by reference as indicated for the appropriate topic.

## **3.2 Natural Environment**

### **3.2.1 Air Quality**

Air quality is determined by the type and concentration of pollutants in the atmosphere, the size and topography of the air basin and local and regional meteorological influences. The severity or non-severity of a pollutant's concentration in a region or geographical area is determined by comparing it to federal and/or state ambient air quality standards.

The baseline standards for pollutant concentrations are the National Ambient Air Quality Standards (NAAQS) and state air quality standards. These standards represent the maximum allowable atmospheric concentration that may occur and still protect public health and welfare. Based on measured ambient air pollutant concentrations, the EPA designates whether areas of the United States meet the NAAQS. Those areas demonstrating compliance with the NAAQS are considered "attainment" areas, while those that are not are known as "nonattainment." Those areas that cannot be classified on the basis of available information for a particular pollutant are "unclassifiable" and are treated as attainment areas until proven otherwise. Under the authority of the Clean Air Act (CAA), the EPA has established nationwide air quality standards to protect public health and welfare, with an adequate margin of safety. (GHG are considered under a separate heading.)

For this air quality analysis, the region of influence is Eglin AFB Main Base, Okaloosa County, which is an "attainment" area. Since the operation of the Proposed Action will not produce air emissions, further discussion of air quality will be limited to the brief period of construction. For further information regarding air quality at Eglin AFB, please see the Final BRAC EIS, (USAF, 2008a.)

### **No-Action Alternative**

This alternative may have an adverse impact on long-term air quality due to the expected increase in traffic volume as described in Section 1.5; however, there would be no construction related air quality

impacts. Under the No-Action Alternative, the overall impacts to air quality are expected to be adverse; *however, they may not be considered significant.*

#### Proposed Action

The Proposed Action is expected to have a temporary, negative impact on air quality during the construction phase. Impacts would primarily be related to fugitive dust from disturbed soils and emissions due to construction related equipment and processes. Appropriate construction BMPs relating to air quality will be implemented and maintained to the maximum extent practical in order to ensure compliance with local and regional air quality standards. Typical construction BMPs include scheduling the project phases in manageable sections and maintaining dust control measures, such as surface wetting of all disturbed areas and stockpiled soils.

Upon completion of the project, the Proposed Action is expected to have a more beneficial impact on air quality than the No-Action Alternative because the Proposed Action will provide a long term reduction in vehicle emissions with a more direct and efficient route for regular commuters, which will encourage more commuters to utilize the existing and new SUPs.

Under the Proposed Action, overall *impacts to air quality are expected to be beneficial.*

#### 3.2.2 Biological Resources

The Air Force Instruction (AFI) 32-7064 requires an integrated approach to natural resources management. The *Integrated Natural Resources Management Plan* (INRMP), which is hereby incorporated by reference, integrates all management programs and activities in a way that sustains, promotes and restores the health and integrity of Eglin AFB ecosystems, while providing support for the Eglin AFB test and training mission. (USAF, 2010)

Vegetation, resident and migratory wildlife and T&E species were considered for analysis in this EA. Wetlands and floodplains will not be affected by the Proposed Action or the No-Action Alternative; therefore wetlands and floodplains were not analyzed. Waterbodies are considered under a separate heading.

##### 3.2.2.1 Vegetation

According to the most current Geographic Information System (GIS) data provided by Eglin AFB, areas of undisturbed plant communities within the project area include planted pine and bottomland hardwood. See **Figure 3-1** for a map of forest stand types for the Proposed Action. In addition to the undisturbed plant communities, areas of urban landscape are located within the highly developed areas throughout the Main Base. These urban areas include planted grasses, shrubs, and mature trees. There is no established threshold of significance for this resource.

**Non-native Invasive Species** – Through the INRMP, Eglin AFB has implemented an Invasive Non-native Species Management Program (INSMP) that focuses on invasive non-native plant and animal species that cause or may cause negative environmental impacts to Eglin AFB ecosystems. The primary goal of the INSMP is to reduce introduction and improve control spreading of plants and animals that are not indigenous to the Eglin AFB native ecosystems. Activities associated with the Proposed Action and Alternatives will have no impact on invasive non-native animal species, however, there is a potential for invasive non-native plant species to become established or to spread within areas where native vegetation and soils are disturbed. Control of invasive non-native species will be managed according to the INSMP recommendations.

#### No-Action Alternative

Under this alternative, *no existing plant communities would be affected.*

#### Proposed Action

The construction of the Proposed Action would disturb grasses, shrubs and trees throughout the 8.24-mile corridor. Undisturbed areas within this corridor include 0.79 miles of wooded areas and 7.45 miles of urban areas.

A 30-foot corridor, ten feet on either side of the path, would be disturbed during construction; construction staging will not cause any additional clearing. Permanent native vegetation, including grasses, shrubs and trees, will be re-established as construction completion progresses. The corridor will be maintained to assure adequate survival of planted species and adequate control of non-native invasive species, while maintaining a safe open corridor for pedestrian and bicycle travel.

While the Proposed Action will have long term and short-term impacts on vegetation, *it is not likely to have any significant adverse affect* any sensitive vegetation habitats, conflict with the INSMP or restrict mission critical activities.

#### 3.2.2.2 Wildlife

The USFWS has jurisdiction over migratory birds, federally listed T&E species, certain marine mammals, and freshwater and anadromous fish. Eglin AFB is home to a diverse spectrum of wildlife species including many federal and state listed T&E species. The State of Florida owns and has jurisdiction over resident fish and wildlife throughout the state including Eglin AFB. Section 5.4 of the INRMP discusses these and other commonly found species at length.

This section will identify species of special concern within the project area, where habitat interference or loss is a threat to the success of the species as a whole and whose habitat or range includes areas within the corridor of the Proposed Action. See **Figure 3-2** for a map of documented occurrences of species of special concern on the Main Base. In some cases, documented occurrence locations represents historic

incidental sightings (black bear) or areas where known burrowing (gopher tortoise) or nesting (bald eagle) has occurred in the past. Pre-construction surveys of the project area will be required to ensure that species of special concern are not located within the area of disturbance.

Activities which would: 1) take, harass, harm or disturb wildlife or their habitat which may be protected by federal, state or local regulations, 2) disturb habitat where it is significantly limited in size or quality, such that the species lacks the ability to readily relocate to other undeveloped areas, or 3) would otherwise violate international, federal, state or local regulations, would be considered a significant impact.

**Native Terrestrial Wildlife Species** –The **gopher tortoise** (*Gopherus polyphemus*) is listed by the State of Florida as a “species of special concern” and as “consideration encouraged” by the USFWS. The gopher tortoise is a large dark-brown to grayish-black terrestrial tortoise. The gopher tortoise has elephantine hind feet, shovel-like forefeet, and a yellowish, hingeless undershell. Prior to project initiation, a gopher tortoise survey is required. If a gopher tortoise burrow cannot be avoided, then the tortoise(s) would be relocated in accordance with the Florida Fish and Wildlife Conservation Commission (FWC) protocols. The proponent is responsible for funding wildlife related efforts (i.e. surveys, habitat protection, monitoring, or reports) required by law. Proponent must obtain their own qualified contractor. Proponent must provide gopher tortoise survey results and any tortoise relocation must be coordinated through Eglin Natural Resources.

For refuge, gopher tortoises dig burrows, which average 5 to 10 feet in depth and may be 10 to 20 feet, or more, in length. A number of other species may share gopher tortoise burrows, including the eastern indigo snake, the eastern diamondback rattlesnake, the black pine snake, and the gopher frog, as well as several small mammals. **Table 3-1** presents species of other resident wildlife that are commonly found on Eglin AFB and may be in the project area.

**Table 3-1: Common Wildlife Occurrences at Eglin AFB**

Common Name	Scientific Name	Common Name	Scientific Name	Common Name	Scientific Name
Northern Bobwhite	<i>Colinus virginianus</i>	Red-winged Blackbird	<i>Agelaius phoeniceus</i>	Five-lined Skink	<i>Eumeces fasciatus</i>
Great Horned Owl	<i>Bubo virginianus</i>	Gray Fox	<i>Urocyon cinereoargenteus</i>	Green Anole	<i>Anolis carolinensis</i>
Diamondback Rattlesnake	<i>Crotalus adamanteus</i>	Fox	<i>Vulpes vulpes</i>	Garter Snake	<i>Thamnophis sirtalis</i>
Six-lined Racerunner	<i>Cnemidophorus sexlineatus</i>	Cotton Rat	<i>Sigmodon hispidus</i>	Long-nosed Killifish Oyster	<i>Fundulus similis</i>
Fox Squirrel	<i>Sciurus niger</i>	Opossum	<i>Didelphis virginiana</i>	Sheepshead Minnow	<i>Cyprinodon variegatus</i>
Least Shrew	<i>Cryptotis parvus</i>	Eastern Mole	<i>Scalopus aquaticus</i>	Belted Kingfisher	<i>Megaceryle alcyon</i>

Common Name	Scientific Name	Common Name	Scientific Name	Common Name	Scientific Name
Cottontail Rabbit	<i>Sylvilagus floridanus</i>	Florida Burrowing Owl	<i>Athene cunicularia</i>	Red-shouldered Hawk	<i>Buteo lineatus</i>
Pocket Gopher	<i>Geomys pinetus</i>	Flycatchers	<i>Tyrannidae spp.</i>	Southeastern American Kestrel	<i>Falco sparverius paulus</i>
White-tailed Deer	<i>Odocoileus virginianus</i>	Cotton Mouse	<i>Peromyscus gossypinus</i>	American Alligator	<i>Alligator mississippiensis</i>
Feral Pig	<i>Sus scrofa</i>	Black Racer	<i>Coluber constrictor</i>	Pygmy Rattlesnake	<i>Sistrurus miliarius</i>
Salt Marsh Rabbit	<i>Sylvilagus aquaticus</i>	Sailfin Shiner	<i>Pteronotropis hypselopterus</i>	Okaloosa Darter	<i>Etheostoma okaloosae</i>
Raccoon	<i>Procyon lotor</i>	Slender Glass Lizard	<i>Ophisaurus attenuatus</i>		

#### No-Action Alternative

Under the No-Action Alternative, *no changes would occur to native terrestrial wildlife species or their habitat.*

#### Proposed Action

Under the Proposed Action construction activities may have an indirect localized effect on native terrestrial wildlife species. However, it is anticipated that these species would either move to another location or remain within the area and utilize adjacent habitat. Therefore, *no significant impacts to native terrestrial wildlife species are expected* from land clearing activities.

**Migratory Wildlife** – The bald eagle was removed from the federal list of threatened and endangered species on August 9, 2007. Although they are delisted, bald eagles still receive protection under the *Bald and Golden Eagle Protection Act* (BGEPA), and the *Migratory Bird Treaty Act* (MBTA). The only documented nest on the Main Base is located along the shore of Choctawhatchee Bay and is nearly one mile away from the Proposed Action disturbed area.

#### No-Action Alternative

Under the No-Action Alternative, *no changes would occur to migratory wildlife or their habitat.*

#### Proposed Action

The Proposed Action would potentially impact approximately three acres of migratory bird habitat. During this time, potential impacts would be greatest as land clearing could interrupt breeding and injure or kill adults and young. To avoid impacts to migratory birds, land clearing should occur on or after September 1 through March 15 to avoid the nesting season. The MBTA does not contain any prohibition that applies to the destruction of a migratory bird nest alone (without birds or eggs), provided that no possession occurs during the destruction. If clearing occurs before September 1, care would be taken to leave snags in place. If snags need to be removed for construction purposes, they may be removed after September 1. Activities will cease if active bird nests with eggs or young are found. Coordination with

Eglin Natural Resources Section, 96 CEG/CEVSN, is required prior to project initiation to ensure compliance with the MBTA. Therefore, *no significant impacts to migratory birds are expected* from land clearing activities.

**Threatened and Endangered Species** – Through federal action and by encouraging the establishment of state programs, the *Endangered Species Act* (ESA) of 1973 provided for the conservation of ecosystems upon which threatened and endangered species of fish, wildlife, and plants depend. The Act also requires that federal agencies conserve these species and consult with U.S. Fish and Wildlife Service (USFWS) on actions that may affect them. Eglin AFB is required to comply with federal fish and wildlife laws such as the ESA, which prohibits the unauthorized taking of a federally listed T&E species.

The **Florida black bear** (*Ursus americanus floridanus*) is listed by the state of Florida as “threatened” and as “consideration encouraged” by the USFWS. The Florida black bear is the largest native land mammal in Florida. It is shy and secretive, hiding in dense vegetation and rarely seen in the wild. The Florida black bear has a shiny, black coat of long fur and a light brown nose and snout. Some black bears have white diamond-shaped patterns on their chests. Possible impacts are associated with the potential for increased human-bear interaction.

The **eastern indigo snake** (*Drymarchon corais couperi*) is listed as federally protected threatened species. Average adult size is 60-74 inches (152-188 cm), record is 103.5 inches (262.8 cm). Adults are large and thick bodied. The body is glossy black and in sunlight has iridescent blue highlights. The chin and throat is reddish or white, and the color may extend down the body. The belly is cloudy orange and blue-gray. The scales on its back are smooth, but some individuals may possess some scales that are partially keeled. There are 17 dorsal scale rows at midbody. The pupil is round. Juveniles are black-bodied with narrow whitish blue bands. Habitat for the following protected species does not occur within the Proposed Action area: red-cockaded woodpecker, flatwoods salamander, Gulf sturgeon, Okaloosa darter, piping plover, loggerhead sea turtle, green sea turtle, leatherback sea turtle, and Florida perforate lichen.

#### No-Action Alternative

Under the No-Action Alternative, *no changes to T&E species habitats or ranges would occur.*

#### Proposed Action

Construction activity is not expected to have any significant impact on the movement, foraging or nesting activities of the **Florida black bear**. In the event any black bears are observed within the construction zone for the Proposed Action, Eglin Natural Resources will be contacted. Habitat loss would be minimal, as the disturbed areas represent less than one percent of the total area of undeveloped lands on Eglin AFB, which provides black bear habitat throughout the Eglin AFB. Possible impacts are associated with the

potential for increased human-bear interaction.

Eglin AFB Natural Resources Section (NRS) has made a “no effect” determination for the eastern indigo snake. Personnel involved with clearing would be provided a description of the **eastern indigo snake** and its protection under Federal Law. Indigo snake signs would be provided by Eglin NRS and construction personnel would post signs at the clearing site. Personnel would be given instructions not to harass injure, harm, or kill this species. Should an indigo snake be sighted, personnel would be directed to cease any activities and allow the eastern indigo snake sufficient time to move away from the site on its own before resuming such activities. Personnel would contact Eglin NRS immediately to report the sighting of the snake. Therefore, *no significant impacts to the eastern indigo snake are expected* from land clearing activities.

The Proposed Action is *not likely to have any significant adverse impact* on the movement, foraging or nesting activities for any identified migratory or resident wildlife in the area.

### **3.2.3 Environmental Restoration Program (ERP)**

The ERP at Eglin AFB manages the status of potential environmental contamination sites. These sites are restoration projects that are implemented and maintained by Eglin AFB in order to remediate unintended human impacts to environmental resources such as soil and groundwater.

According to the 96 CEG Environmental Restoration Section, (CEVR) there is one active ERP site within the proposed project area. This is the site of a former gas station and is located at the intersection of Motor Pool Road and Seventh Street. The proposed SUP will also cross through an area that is being monitored for the presence of petroleum products. The restoration on this site is nearly complete and is expected to be closed within the year. This ERP site is presented in Figure 3-3.

Any excavation activities that would interfere with the on-going maintenance and monitoring of ERP sites must be avoided or coordinated with the ERP personnel prior to initiation.

#### **No-Action Alternative**

Under the No-Action Alternative, the ERP sites *will not be affected*.

#### **Proposed Action**

Under the Proposed Action, one active ERP site is located within the project area. During the design phase, coordination with the ERP staff will be essential to ensure that the Proposed Action does not interfere with on-going maintenance and monitoring of these sites. During the construction phase, the ERP staff will be consulted if any suspect soil or groundwater contaminants are discovered. With proper design and construction controls, such as maintaining a buffer around control mechanisms, reducing the depth of excavation and slightly raising the elevation of the SUP, *no significant adverse impacts* to ERP sites are expected.

### 3.2.4 Geology and Soils

Geological resources are subsurface materials and features. Due to the shallow nature of ground disturbances related to the Proposed Action, no geological resources are expected to be affected.

Soil resources can be affected by disturbing existing land surfaces. Land disturbing activities can create conditions that contribute to soil erosion during rainfall events. Stormwater that comes in contact with disturbed soils can cause erosion (dislodging of soil particles), sedimentation (accumulation of dislodged soil particles) and impaired downstream water quality (suspended soil particles and the potential pollutants that are carried by the soil particles.) Erosion, sedimentation and impaired water quality can cause significant negative impacts to surrounding ecosystems. Construction BMPs such as project phasing and timing, limiting the length of time that soil is exposed to wind and rain, protecting bare soils, establishing vegetation as quickly as possible on disturbed areas, containing eroded materials and treating stormwater, can reduce the potential impacts to local and regional ecosystems.

The INRMP identifies the Main Base as lying within the Coastal Lowlands, a distinct geologic landform that is underlain by sand with isolated pockets of clay, shell beds and peat. (Eglin, 2010). Based on the Eglin AFB geodatabase, soils within the project area includes Arents, Foxworth Sand, Chipley and Hurricane, Lakeland Sand, Urban Land, Dorovan Muck and Udorthents. Most soils within the project area have a high rate of permeability, except for the Dorovan Muck soils that are frequently flooded.

**Figure 3-4** presents soil types within the Main Base.

Impacts to soil resources would occur if the erosion rate was accelerated beyond its normal rate or if soil properties were damaged. Insignificant impacts would occur where the resource is slightly impacted or if the resource is not important to that region. Impacts would be considered beneficial if potential hazards were diminished or if the productivity of soils was enhanced.

#### No-Action Alternative

The No-Action alternative will *not impact the geological or soil resources* within the project area.

#### Proposed Action

Clearing and grading related to the construction of the Proposed Action will have *no adverse impacts on geological resources*, due to the shallow excavation needed to complete this alternative. Disturbance to soils will be limited only to areas where necessary for the construction of this alternative, that will disturb approximately 11.89 acres. All soil disturbances will be phased in order to limit the amount of exposed soils at any one time. Movement of disturbed soils by wind and rain will be minimized by the use of temporary covers such as mulch or temporary vegetative cover. Perimeter controls such as silt fences will be used to confine movement of exposed soils within the active construction area. Further construction BMPs will be implemented and maintained as needed to conform to EPA (EPA, 1992) and FDEP (FDEP, 2002) requirements, therefore *no significant adverse impacts to soils are expected* from the Proposed

Action.

### **3.2.5 Stormwater**

Stormwater is water that accumulates on the surface of the ground during a rainfall event. The overall quality and volume of stormwater runoff is affected by surface permeability, slope steepness and rainfall amount. Stormwater from urban areas frequently carries materials and potential pollutants from construction areas, roadways, parking lots, building roofs, and fertilized lawns to receiving streams through overland flow, ditches and storm drains. These receiving waters can become polluted by the discharged stormwater. Excessive stormwater can cause flooding in urban settings if it does not quickly percolate into the ground or is not conveyed to a holding pond for eventual release into a receiving water.

Eglin AFB has developed a drainage system for conveying stormwater to appropriate treatment and holding ponds where it is eventually discharged into a creek or other receiving water. The Eglin AFB geodatabase lists 26 treatment ponds within the Main Base. Stormwater discharged from these ponds eventually enters Choctawhatchee Bay.

The threshold of significance is defined as any of the following: high velocity discharge resulting in scouring of the waterbody channel; excessive sediment accumulations entering the receiving water, that could smother aquatic plants and animals; urban or construction debris entering the receiving water; fuels, lubricants or other harmful substances used by construction related equipment, such as asphalt tackifier, entering the receiving waters. No significant impact would occur if no measurable change to runoff quality, quantity or velocity occurred. A beneficial impact would occur if discharged water quality or quantity were improved.

#### **No-Action Alternative**

The No-Action Alternative will have *no impacts on stormwater*.

#### **Proposed Action**

The clearing and grading phase of construction will expose soils to the erosive effects of stormwater and wind. As mentioned in Section 3.2.4, appropriate measures will be taken to minimize the extent of exposed soils and to prevent the transport of sediment-laden stormwater beyond the construction area. Upon completion of the project, overall surface runoff will be increased somewhat due to newly paved surfaces. Post construction stormwater will be managed by swales and holding ponds as deemed appropriate during the design phase in order to maintain compliance with federal and state regulations mentioned previously. Proper utilization of pre- and post-construction BMPs will be employed; therefore, *no significant adverse impacts are expected to stormwater*.

### **3.2.6 Waterbodies**

Surface waters are any waters that lie above the ground surface, such as streams, ponds, bays, and larger bodies of water such as Choctawhatchee Bay or the Gulf of Mexico. Most of the streams on Eglin AFB

are classified as seepage streams or blackwater streams. Seepage streams are clear to lightly-colored, relatively short, shallow, and narrow water courses originating from shallow ground waters that have percolated through deep, sandy, upland soils. Unique types of seepage streams, called steephead streams, are characterized by steep slopes terminating in amphitheater-like ravines where the spring flow originates, and has plants and animals more typical of Appalachian mountain areas. Blackwater streams are steep-banked streams that characteristically have tea-colored waters laden with tannins, particulates, and dissolved organic matter and iron from swamps and marshes that feed into the streams. (USAF, 2010)

There is one unnamed stream crossing in the project area for the Proposed Action. This blackwater stream is a tributary to Jack's Lake and crosses under Eglin Boulevard through a large concrete structure approximately 1,200 feet west of the Climatic Lab. **Figure 3-5** presents the location of the stream crossing.

#### No-Action Alternative

The No-Action Alternative will have *no impact on this stream or any other waterbodies*.

#### Proposed Action

Under this alternative, a bridge will be constructed over the stream crossing; therefore, there will be *no impacts to this stream or any other waterbodies* within the Main Base.

### **3.3 Physical Environment**

#### 3.3.1 Greenhouse Gases (GHG)

On February 18, 2010, the CEQ released its *Draft NEPA Guidance on Consideration of the Effects of Climate Change and Greenhouse Gas Emissions*, which suggests that proposed actions that would be reasonably anticipated to emit 25,000 metric tons or more of carbon dioxide-equivalent (CO<sub>2</sub>-e) GHG emissions should be evaluated by quantitative and qualitative assessments. (CEQ, 2010) This is not a threshold of significance but a minimum level that would require consideration in NEPA documentation. The purpose of discussion of CO<sub>2</sub>-e GHG emissions in this EA is for its potential usefulness in making reasoned choices among alternatives.

GHG are gases that trap heat in the atmosphere. These emissions are generated by both natural processes and human activities. The accumulation of GHG in the atmosphere regulates the earth's temperature.

The potential effects of GHG emissions from construction of the Proposed Action are by nature global. Given the global nature of climate change and the current state of the science, it is not useful at this time to attempt to link the emissions quantified for local actions to any specific climatological change or resulting environmental impact.

#### No-Action Alternative

Under the No-Action Alternative, greenhouse gas emissions are expected to increase somewhat, due to

increased use of motorized vehicles resulting from the projected population increase. No detailed data analysis was performed regarding projected increased greenhouse gas emissions. If the No-Action Alternative is selected, *an adverse impact to greenhouse gas emissions* is expected.

#### Proposed Action

Under the Proposed Action, the SUP will not be a generator or emitter of GHG, rather GHG emissions will be reduced relative to the number of pedestrian and bicyclists who use the SUPs rather than motorized vehicles, therefore, *a beneficial impact is expected*.

#### 3.3.2 Hazardous Materials and Waste

Hazardous materials, such as fuels, cleaning compounds and asphalt, will be generated during the construction of the Proposed Action. The threshold of significance is reached if the amount or type of hazardous materials used or hazardous waste generated would pose a threat to human health or the environment or would exceed the federal, AF, state or local regulations regarding transport or disposal limitations. Furthermore, there are no identified hazardous materials or waste concerns within the project area.

#### No-Action Alternative

Under this alternative, *no impacts to hazardous materials or waste are expected*.

#### Proposed Action

Hazardous materials and waste generated by construction will not enter the waste stream of Eglin AFB and will therefore *have no affect on the hazardous materials and waste program*. Sufficient hazardous waste facilities exist within the surrounding areas to handle waste generated by the Proposed Action, therefore there will be *no impact on local hazardous waste management strategies*.

#### 3.3.3 Health and Safety (Noise)

The Air Installation Compatible Use Zone (AICUZ) Study documents the levels of noise generated by airfield operations and is presented in the Eglin AFB AICUZ Study. The AICUZ Program is used to promote compatible land development in areas subject to aircraft noise. The AICUZ compatible use zones include four noise zones. The AICUZ noise zones are defined as 65–69 dB Day-Night Average A-weighted Sound Level (DNL), 70–74 dB DNL, 75–79 dB DNL, and greater than 80 dB DNL. (USAF, 2006) **Figure 3-7** presents the Noise Contours.

#### No-Action Alternative

Under this alternative, there would be no change to DoD personnel, dependents, contractors or visitors exposure to excessive noise.

#### Proposed Action Alternative

Under this alternative, approximately 3 miles of the SUP are located within the 65, 70 and 75 dB zones. There are existing SUPs within the identified noise contours. The Proposed Action will not increase SUP users beyond the current exposure; therefore, it is unlikely to have an adverse impact beyond the existing

conditions. The Proposed Action *will have no affect on the health and safety of SUP users.*

### **3.3.4 Health and Safety (QD Arc)**

The Quantity Distance Arc (QD Arc) is a buffer zone surrounding areas that contain high explosive munitions or flammable elements. The size and shape of these arcs depend on the type of facility and net explosive weight of the munitions being housed. This designated buffer is essential in maintaining safety for nearby structures and personnel. The QD Arc threshold of significance is identified as any activity or structure that would be located within the QD Arc, which is not compatible with the protected area. The QD Arcs within the Main Base are presented in **Figure 3-6**.

#### **No-Action Alternative**

Under this alternative, there would be no change to DoD personnel, dependents, contractors or visitors exposure to any additional areas within the QD Arcs. Therefore, there would be *no impacts associated with this alternative.*

#### **Proposed Action**

Under this alternative, a 150-foot section of Segment 7 will cross the outer ring of the QD Arc. This area of the QD Arc already contains portions of Eglin Boulevard. Due to the distance from the source of concern, the addition of the SUP along this right of way will not affect range operations and will not endanger users of the SUP; therefore, *no significant impact will occur.*

### **3.3.5 Land Use (Noise and Clear Zones)**

Land use generally refers to the way humans manage the use of land. The characteristics of land use management include general land use patterns, land ownership, land management plans and special use areas. Management plans, policies, ordinances and regulations determine the types of uses that are allowable, or the types of uses that protect specially designated or environmentally sensitive uses. (USAF, 2008a) Since the Proposed Action and No-Action Alternative will not have any affect on the surrounding community, this section will only address land use within Eglin AFB.

The Eglin General Plan is intended as a Commander's decision tool; it focuses on facilities and activities at Eglin Main and Duke Field. The General Plan is an important part of the Base Comprehensive Plan. It is the only element of the package required by AFI 32-7062, *Air Force Comprehensive Planning*. The General Plan summarizes the Component Plans and ties them together on a common framework. (USAF, 2001)

Impacts were determined by whether the Proposed Action would cause a change to the existing land use, the degree to which the existing land use would be affected by the change, and if the change would be compatible with adjacent land uses and development. Conflicts with other guidelines for future improvements as outlined in the General Plan were also considered as impacts.

The AICUZ Study documents the levels of noise generated by airfield operations, which is presented in

the Eglin AFB AICUZ Study and the Accident Potential Zone (APZ) guidelines. The AICUZ Program is used to promote compatible land development in areas subject to aircraft noise and accident potential. The AICUZ compatible use zones include the Clear Zone (CZ), APZ I, APZ II, and four noise zones. The CZ, APZ I, and APZ II are the zones classified by the military that are located immediately off the end of the runways. These zones delineate the areas with the highest accident potential based on historical accident data. The AICUZ noise zones are defined as 65–69 dB DNL, 70–74 dB DNL, 75–79 dB DNL, and greater than 80 dB DNL. (USAF, 2006) There are no specific regulations associated with land use activities other than the Eglin General Plan and standard AF guidelines. The guidelines presented in the AICUZ recommend land uses that are compatible with airfield operations while allowing maximum beneficial use of adjacent properties. **Figure 3-7** presents the APZ and **Figure 3-8** presents the CZ configuration.

#### No-Action Alternative

Under the No-Action Alternative, there will be *no impact to the current land use*.

#### Proposed Action

While approximately 200 linear feet of Segment 6 and 800 linear feet of Segment 7 are located in the CZ, *no impacts are expected* to the airfield operations as a result of the Proposed Action. Approximately three miles of the SUP are located within the 65, 70 and 75 dB zones; however, these SUPs are also parallel to existing roadways or SUPs and are therefore, *unlikely to have an adverse impact* on the operations within the APZ or noise zones beyond the existing conditions.

The Proposed Action *supports the General Plan* by increasing the length of paths available for pedestrians and bicyclists.

#### 3.3.6 Transportation (Traffic)

Transportation is the movement of people and goods from place to place. Transportation generally includes air, water and ground vehicles as well as the infrastructure that supports that movement. The Eglin Vision Plan suggests that future developments and transportation projects should encourage personnel mobility from facility to facility without the aid of vehicles through design features. The region of influence for this EA is the Main Base. Significance thresholds would be impediments to the existing transportation infrastructure or existing traffic flow.

The BRAC EIS indicates that the BRAC action would potentially result in only minor impacts and the amount of traffic on the roadways would not be significantly impacted. However, when the increase of approximately 5,000 personnel and dependents, along with the increased physical fitness requirements for DoD personnel are considered, the small increases in traffic can become a nuisance to commuters. (USAF, 2008a)

### No-Action Alternative

Under this alternative, increases in traffic congestion will continue to be a nuisance to all commuters with a particular affect on pedestrian and bicycle commuters. Access to safe and efficient routes for physical training will be compromised. This alternative *will have an adverse impact* on DoD personnel who are engaged in PT as well as commuters to and within the Main Base.

### Proposed Action

Under the Proposed Action, traffic congestion would be reduced by increased access to safe and efficient pedestrian and bicycle routes for commuters and physical training activities. This alternative will *likely have a beneficial impact* on commuters within the Main Base.

#### 3.3.7 Utilities (Solid Waste and Electricity)

Potable water or wastewater resources located within the Proposed Action area will not be impacted by the Proposed Action; therefore, no further analysis was performed on these utility resources. Electricity supply is supported by utility poles along the route of the Proposed Action. Solid wastes, such as construction and worker debris, will be generated during the construction of the Proposed Action. The threshold of significance is reached if the amount solid waste generated would pose a threat to human health or the environment or would exceed the federal, AF, state or local regulations regarding transport or disposal limitations. There are no identified solid waste concerns within the project area.

### No-Action Alternative

Under this alternative, there will be *no impacts to any utility services or resources*.

### Proposed Action

During construction there may be utility poles that will be relocated which may cause temporary disruption of services. Where possible and practical, these disruptions will be scheduled during non-peak usage times. During the construction of the Proposed Action, contractors would use typical construction materials and generate typical solid waste associated with roadway construction. Vegetative debris will be generated during the initial clearing phase in undeveloped areas. This debris, along with all other construction related debris, will be transported by the contractor to an approved solid waste facility. Solid waste generated during construction will be appropriately contained and removed from the site as needed to comply with the current Eglin AFB waste management protocols. Solid waste generated by the construction will not enter the waste stream of Eglin AFB and will therefore *have no affect on the solid waste program*. Sufficient solid waste facilities exist within the surrounding areas to handle waste generated by the Proposed Action, therefore there will be *no impact on local solid waste management strategies*.

## **3.4 Local Community**

### 3.4.1 Environmental Justice

Executive Order (EO) 12898, *Federal Actions to Address Environmental Justice in Minority Populations*

*and Low-Income Populations*, was issued on February 11, 1994. A Guide for Environmental Justice Analysis with the EIAP was issued in November 1997 by the Air Force Center for Environmental Excellence (AFCEE). The EO requires federal agencies to identify and address, as appropriate, disproportionately high and adverse human health or environmental effects of their programs, policies, and activities on minority and low-income populations. A Presidential memorandum that accompanied EO 12898 specified that federal agencies “shall analyze the environmental effects, including human health, economic and social effects, of Federal actions, including effects on minority communities and low-income communities, when such analysis is required by the National Environmental Policy Act of 1969 (NEPA), 42 U.S. Code Section 4321 et seq.” (USAF, 1997)

According the AFCEE guiding principals regarding Environmental Justice, analysis is not required if no impacts are expected to low income or minority populations by the Proposed Action.

#### No-Action Alternative

Under this alternative, there will *be no changes to low income or minority populations in the area*.

#### Proposed Action

Under the Proposed Action, insignificant short-term air quality and noise impacts have been predicted for the areas near the construction activities. However, there would not be disproportionate impacts to any nearby low-income or minority populations, therefore no environmental justice impacts would occur. In addition, the Proposed Action *will improve the cohesion of any low-income or minority communities in the area* by providing pedestrian and bicycle access to work, shopping, medical, recreation and other services within the Main Base for DoD personnel and dependents who live in the surrounding community. Since *no adverse impacts to environmental justice have been identified*, no further analysis was performed.

#### 3.4.2 Socioeconomics

Socioeconomic resources that are of particular interest for an EA are the population characteristics; economic factors including employment and income; and public services including schools, law enforcement and emergency services. Actions that affect these socioeconomic indicators may have impacts on other socioeconomic factors such as housing availability and budgetary requirements for local governments. (BRAC EIS) The region of influence for the Proposed Action is Eglin AFB, Shalimar and Valparaiso. There is no established significance threshold for socioeconomics.

#### No-Action Alternative

Under this alternative, *no impacts are expected* to the socioeconomics of the surrounding community.

#### Proposed Action

Under this alternative, the construction of the Proposed Action will likely have a beneficial impact on the local economy by temporary job creation, services purchased and various other construction related purchases. Following construction, access to the Shalimar Elementary School will improve and local

access to work, shopping, recreation and other services within the Main Base will improve. The local population and long-term employment are not likely to be affected. Overall, there will be *a beneficial impact to the socioeconomic* of the local community.

### **3.5 Irreversible or Irretrievable Commitment of Resources**

NEPA requires environmental analysis to identify any irreversible and irretrievable commitments of resources involved in the implementation of the Proposed Action or Alternatives. Irreversible and irretrievable resource commitments are related to the use of nonrenewable resources and the effects that the uses of these resources have on future generations. Irreversible effects primarily result from the use or destruction of a specific resource (e.g., energy and minerals) that cannot be replaced within a reasonable timeframe. Irretrievable resource commitments involve the loss in value of an affected resource that cannot be restored as a result of the action (e.g., extinction of a T&E species or the disturbance of a cultural site).

*There are no irreversible or irretrievable commitment of resources associated with the Proposed Action or the No-Action Alternative.*

## **4 CUMULATIVE IMPACTS**

NEPA requires the consideration of cumulative impacts to environmental resources that may occur as a result of “the incremental impacts of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency or person undertakes such other actions.” These actions, which considered independently, may be minor, but when considered collectively, may have a significant impact on affected resources, either beneficially or adversely. (CEQ 40 CFR 1508.7 and 1508.8)

Cumulative effects may occur when there is a relationship between a Proposed Action and other actions expected to occur in a similar location or during a similar period. This relationship may or may not be obvious. Actions overlapping with, or in close proximity to, the Proposed Action can reasonably be expected to have more potential for cumulative effects on “shared resources” than actions that may be geographically separated. Similarly, actions that coincide temporally would tend to offer a higher potential for cumulative effects.

An effort is made in this EA to identify actions on or near the action area that are under consideration and in the planning state at this time. These actions are included in the cumulative effects analysis to the extent that details regarding such actions exist and the actions have a potential to interact with the Proposed Action outlined in this EA. Although the level of detail available for those future actions varies, this approach provides the decision maker with the most current information to evaluate the consequences of the alternatives.

The analysis first discusses past actions, events and circumstances that are relevant to the environments associated with the proposed SUP corridor. Following is a discussion of other actions, that, when combined with the construction of the proposed SUP, may result in incremental impacts.

### **4.1 Past, Present and Future Actions Relevant to the Proposed Action**

This section identifies and briefly describes the past, present and future actions which may interact with the environments which have the potential to be affected by the Proposed Action.

*2005 Base Realignment and Closure (BRAC) Decisions at Eglin AFB.* BRAC actions at Eglin AFB currently being implemented include relocating the 7<sup>th</sup> Special Forces Group to Eglin AFB from Fort Bragg, North Carolina and establishing a Joint Strike Fighter Initial Joint Training Site.

*Eglin Plan.* There are numerous MILCON projects planned beyond Fiscal Year 2010 at Eglin AFB Main Base. Major projects include:

- Precision Measurement Equipment Facility
- Flightline Fire Station

- Fitness Center
- Dormitory Replacement
- Hurlburt Field General Plan
- Military Housing Privatization Initiative (MHPI)

## **4.2 Cumulative Impacts (Temporary)**

When considered in relation to the projects described, the following environments could experience temporary adverse impacts due to construction related activities. These impacts would be limited to the construction phase and the environments would be restored following completion of construction activities. Implementation and maintenance of appropriate construction BMPs should reduce the impacts to insignificance.

- Air quality would be affected by fugitive dust emissions.
- GHG emissions would be affected by construction related vehicle emissions.
- Vegetation would be temporarily impacted by construction disturbance.
- Resident wildlife may experience temporary displacement due to disturbance to some nesting and foraging areas.
- Soil erosion may temporarily increase during heavy rainfall or wind.
- Stormwater ponds may temporarily experience an increase in sediment.

## **4.3 Cumulative Impacts (Permanent)**

The following environments could experience significant permanent adverse cumulative affects by the combined activities of the Proposed Action and those projects described in Section 4.1.1.

- Resident wildlife may experience permanent displacement due to disturbance to some nesting and foraging areas.
- Vegetation, such as mature forested areas, could be significantly reduced due to increased development of these areas over time in order to meet mission critical objectives.
- Land use for the APZ, CZ and QD Arcs could be affected by the encroachment of non-compatible uses.
- Stormwater management systems design and permitting may be affected by the increase in impervious surfaces.

## **5 PLANS, PERMITS AND MANAGEMENT ACTIONS**

This section lists the plans, permits and management actions associated with the Proposed Action which were identified during the EIAP for this EA. These actions should be considered part of the Proposed Action. Implementation of these actions would be initiated at the appropriate time during the design and construction phases.

### **5.1 Plans**

- Site Design and Engineering Plan
- Stormwater Pollution Prevention Plan (SWPP, EPA) or Stormwater Erosion and Sedimentation Control Plan (FDEP)
- Stormwater Pollution Prevention Plan (FAC 62-621.300)

### **5.2 Permits**

- File Notice of Intent (NOI) with FDEP for construction disturbance greater than 5 acres. (FAC 62-621.)
- Stormwater facility design and construction permit (FAC 62-346.)
- State of Florida Generic Permit for Stormwater Discharge from construction activities that disturb five or more acres of land (FAC 62.621.300.)
- Base civil engineering work clearance request, AF Form 103.
- Other permits and authorization through Okaloosa County as needed.

### **5.3 Management Requirements**

The proponent is responsible for the implementation of the following management requirements.

#### **5.3.1 Air Quality**

Application of water sprays, re-vegetation of disturbed areas and use of geotextiles would be utilized as needed to minimize fugitive particulate emissions during ground disturbing activities in accordance with the stormwater construction permit. (FAC 62-346 and 621)

#### **5.3.2 Biological Resources**

Site design plans and permits will include site-specific management requirements for erosion and sediment control BMPs. BMPs include: silt fencing, sand bags, rock bags, sediment traps, sediment basins, synthetic bales, application of water sprays, re-vegetation of disturbed areas, and use of geotextiles, as needed. (FAC 62-346 and 621)

Design plan measures to help prevent and control dissemination of invasive species according to Executive Order 13112 and FAC Chapter 5B-57. These measures include:

- cleaning off-site vehicles before entrance to Eglin;
- prohibiting the planting of invasive non-native nuisance species;
- prohibiting hay or straw bales; and

- requiring sod and fill material inspection.

Contractors will familiarize work crews with the appearance of potential protected species and instruct work crews not to kill any snakes, especially black snakes. Other safeguards such as predator-proof waste containers will be utilized during construction so as to avoid attracting bears or other species. Work crews will be instructed to stop work if protected animal species are encountered and to resume work once the species leave the area.

#### **5.3.3 Cultural Resources**

Previous cultural resource surveys conducted in the Proposed Action area did not reveal any cultural or historic resources present. However, there is always the possibility of inadvertent discoveries. Should historic or prehistoric resources be located within the Proposed Action area, concurrence and avoidance or mitigation of these resources may be necessary.

If cultural resources, human remains, or other unexpected discoveries are encountered during project activities, work would cease and Eglin's Cultural Resource Section (96 CEG/CEVSH) must be contacted. If unexpected discoveries such as Native American graves or lost historic cemeteries are encountered, guidelines set forth in Chapter 872, F.S. (Florida's Unmarked Burial Law) must be followed. Cultural Resources would notify the Florida State Historic Preservation Officer (SHPO) within 24 hours to begin procedures outlined in Chapter 872, F.S. The discovery would be protected until a qualified archaeologist can make a determination as to the status of the find. The site would be secured and work would only continue upon direction or authorization from 96 CEG/CEVSH.

#### **5.3.4 Soils and Erosion**

Site design plans and permits will include site-specific management requirements for erosion and sediment control BMPs. BMPs include silt fencing, sand bags, rock bags, sediment traps, sediment basins, synthetic bales, floating and staked turbidity barriers, application of water sprays, re-vegetation of disturbed areas, and use of geotextiles, as needed. (FAC 62-346 and 621) Stormwater management controls, inspections, and required remedial actions, as necessary in accordance with the Project SWPP. (FAC 62-621.300)

Construction activities will be sequenced to limit length of soil exposure. Areas of existing vegetation that will not be disturbed by construction activities will be marked and identified.

#### **5.3.5 Solid Waste**

Vegetative and construction and demolition debris will be sorted and recycled to the maximum extent practical. Debris will be taken to an appropriate off-base landfill for disposal.

The contractor will coordinate with local landfills to ensure adequate capacity for materials not eligible for recycling.

### **5.3.6 Environmental Restoration Program**

Construction activities will avoid any surface monitoring equipment at the ERP site on Motor Pool Road and Seventh Street. Excavation will be limited to less than two inches where subsurface monitoring equipment is located. Identification of subsurface monitoring equipment and placement of staging areas will need to be coordinated with 96 CEG/CEVR.

### **5.3.7 Safety**

Federal requirements governing construction activities include the Occupational Safety and Health Administration (OSHA) regulations that specifies the amount and types of training required for workers, standard work protocols and procedures, the use of protective equipment, the implementation of engineering controls, and maximum exposure limits for workplace stressors. (29 USC Sections 651)

### **5.3.8 Stormwater**

Stormwater management controls, inspections, and required remedial actions, as necessary in accordance with the Project Stormwater Pollution Prevention Plan. (FAC 62-621.300)

### **5.3.9 Waterbodies**

Site design plans and permits will include site-specific management requirements for erosion and sediment control construction BMPs in order to prevent unpermitted discharge of stormwater to any surface waters. Construction BMPs include: silt fencing, sand bags, rock bags, sediment traps, sediment basins, synthetic bales, floating and staked turbidity barriers, application of water sprays, re-vegetation of disturbed areas, and use of geotextiles, as needed. (FAC 62-346 and 621)

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## **7 REFERENCES**

### **7.1 List of Agencies and Persons Contacted**

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### **7.2 Reference Documents**

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## **FIGURES**

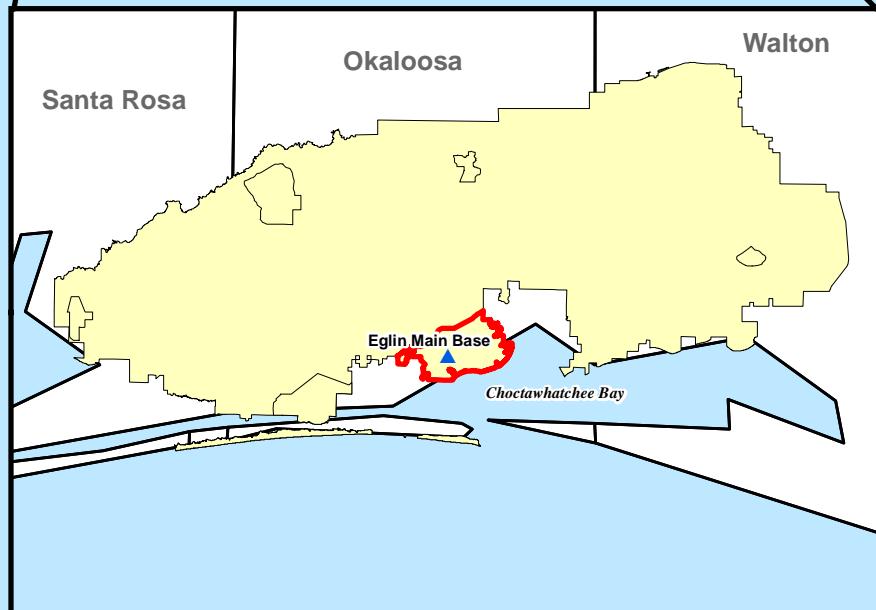
**ALABAMA**

**GEORGIA**

**FLORIDA**

Atlantic  
Ocean

Gulf  
of  
Mexico



Shared Use Path (SUP)  
Environmental Assessment  
Eglin Air Force Base, Florida

**Legend**

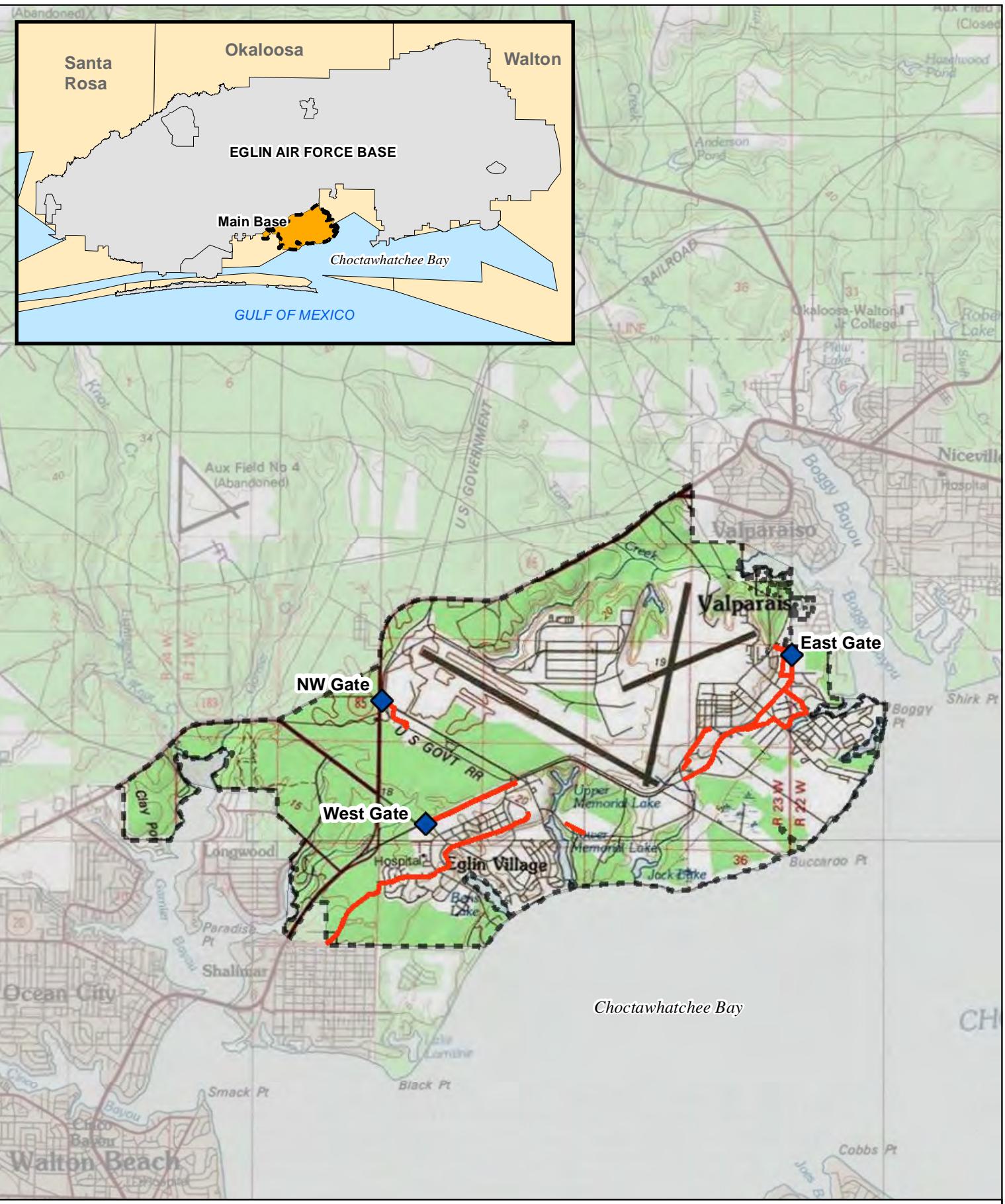
- Eglin AFB Main Base
- Florida Counties
- Installation Area



0 25 50 100 Miles



**FIGURE 1-1: REGIONAL MAP OF EGLIN AFB, FL**



## **FIGURE 1-2: LOCATION MAP OF PROPOSED PEDESTRIAN AND BICYCLE FACILITIES**

<b>Legend</b>	 Gates  Main Base Boundary  Shared Use Path (SUP)	 0 0.5 1 2 Miles		<b>Shared Use Path (SUP)</b> Environmental Assessment Eglin Air Force Base, Florida
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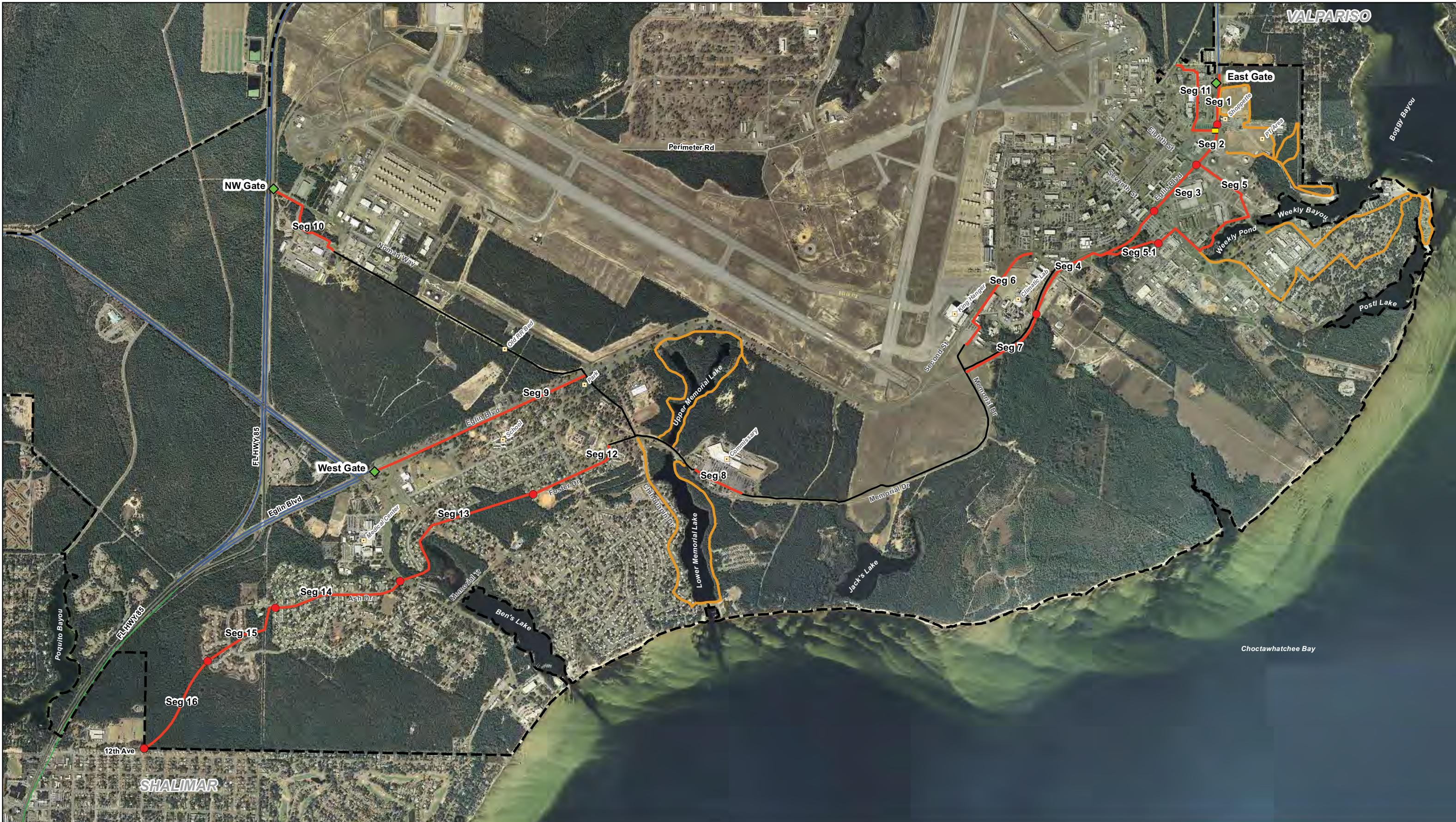


FIGURE 1-3: ALTERNATIVE A - OVERVIEW

**Legend**

- ◆ Existing Gate
- Path Segment Marker
- Existing SUP
- Proposed SUP
- Recreation Route (Existing)
- Paved Shoulder with Sidewalk (Existing)
- Main Base
- Paved Shoulder (Existing)
- Tunnel (Proposed)



0 0.25 0.5 1  
Miles



Shared Use Path (SUP)  
Environmental Assessment  
Eglin Air Force Base, Florida



FIGURE 1-4: ALTERNATIVE A - EAST GATE SECTION

Legend  
◆ Existing Gate   █ Tunnel (Proposed)   — Recreation Route (Existing)   — Paved Shoulder with Sidewalk (Existing)  
— Existing SUP   ● Path Segment Marker   ┌ Main Base   — Paved Shoulder (Existing)  
— Proposed SUP

0 600 1,200 2,400  
Feet



Shared Use Path (SUP)  
Environmental Assessment  
Eglin Air Force Base, Florida



FIGURE 1-5: ALTERNATIVE A - WEST AND NORTHWEST GATE SECTION

Legend  
◆ Existing Gate   █ Tunnel (Proposed)   — Recreation Route (Existing)   — Paved Shoulder with Sidewalk (Existing)  
— Existing SUP   ● Path Segment Marker   ┌ Main Base  
— Proposed SUP   — Paved Shoulder (Existing)

0 600 1,200 2,400  
Feet



Shared Use Path (SUP)  
Environmental Assessment  
Eglin Air Force Base, Florida



FIGURE 1-6: ALTERNATIVE A - SOUTHWEST SECTION

**Legend**  
Existing Gate    Tunnel (Proposed)    Recreation Route (Existing)  
Existing SUP    Path Segment Marker    Main Base  
Proposed SUP    Paved Shoulder with Sidewalk (Existing)  
Proposed SUP    Paved Shoulder (Existing)

0 600 1,200 2,400  
Feet



Shared Use Path (SUP)  
Environmental Assessment  
Eglin Air Force Base, Florida

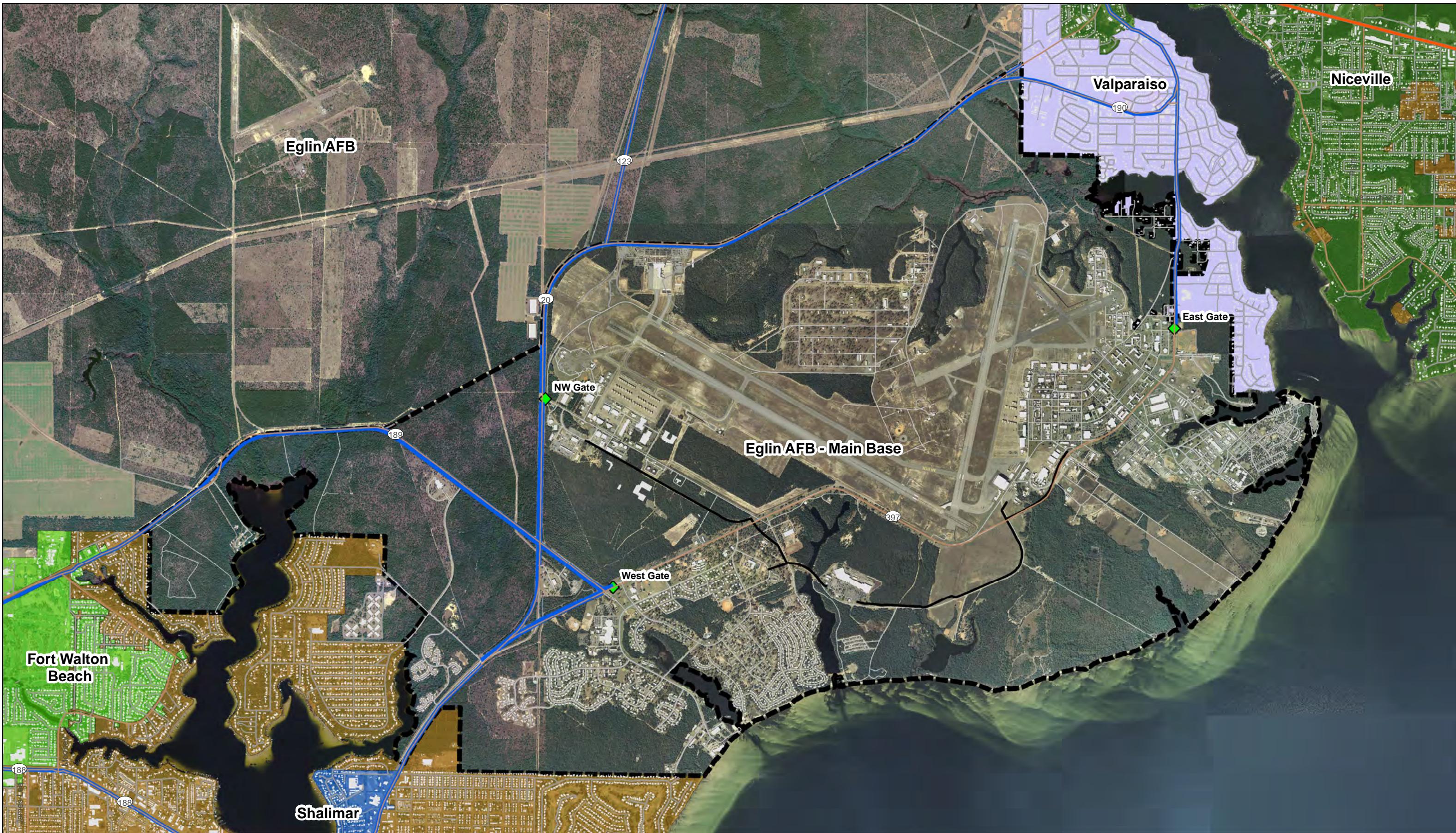


FIGURE 1-7: NEIGHBORING BICYCLE OR PEDESTRIAN FACILITIES

Legend  
◆ Gates      — Neighboring Facilities  
— SUP Existing      ━━━ Main Base



0 0.375 0.75 1.5 Miles



Shared Use Path (SUP)  
Environmental Assessment  
Eglin Air Force Base, Florida



FIGURE 2-1: ALTERNATIVE B - OVERVIEW

Legend

◆ Existing Gate — SUP Existing

— Alternative B — Paved Shoulder (Existing)

— Recreation Route (Existing)

— Main Base



0 0.25 0.5 1 Miles



Shared Use Path (SUP)  
Environmental Assessment  
Eglin Air Force Base, Florida



FIGURE 2-2: ALTERNATIVE C - OVERVIEW

Legend

◆ Existing Gate — SUP Existing

— Recreation Route (Existing)

Yellow Line — Alternative C

Blue Line — Paved Shoulder (Existing)

Red Dashed Line — Main Base



0

0.25

0.5

1

Miles



Shared Use Path (SUP)  
Environmental Assessment  
Eglin Air Force Base, Florida

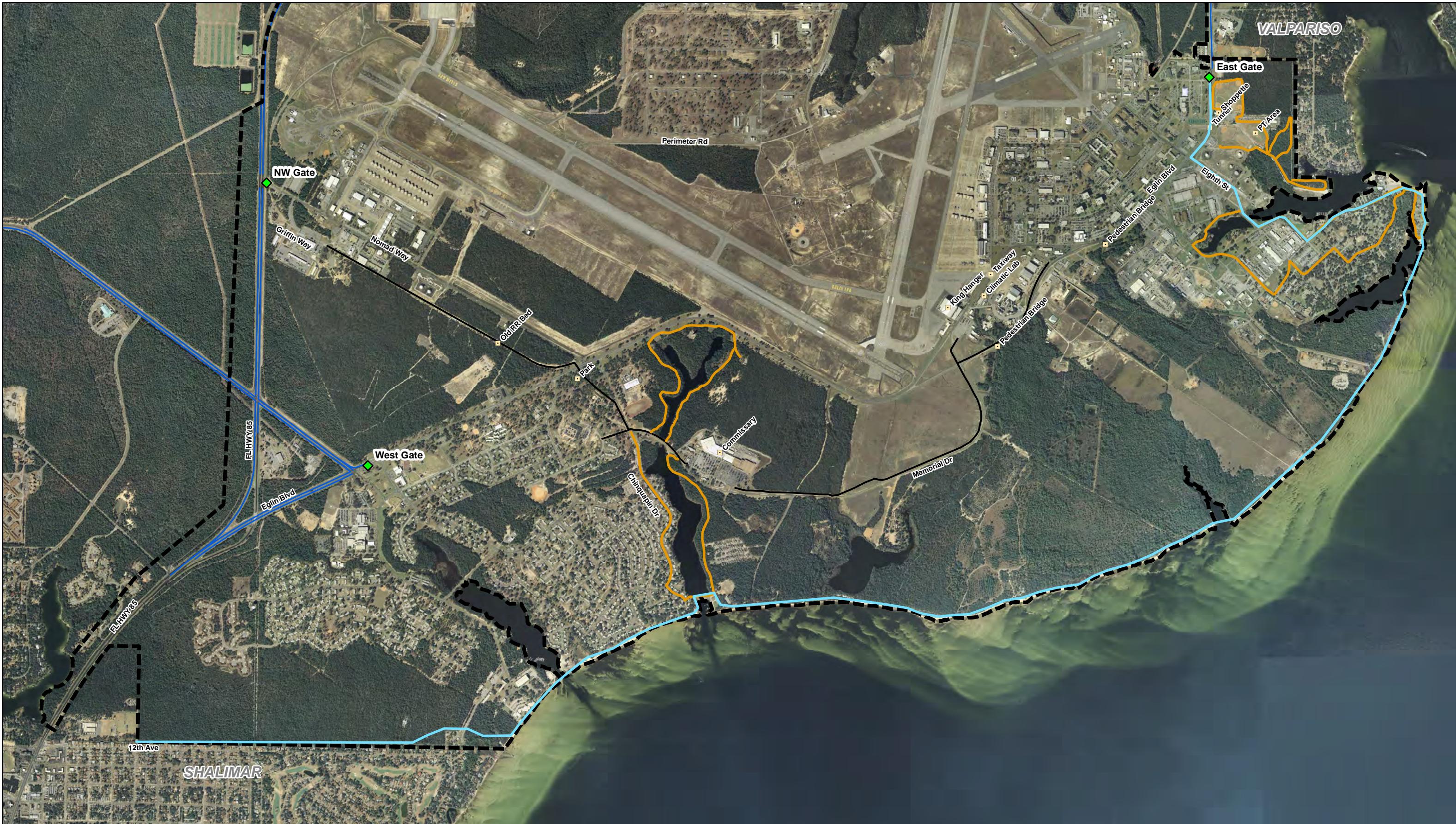


FIGURE 2-3: ALTERNATIVE D - OVERVIEW

Legend  
◆ Existing Gate — SUP Existing  
— Alternative D — Paved Shoulder (Existing)  
— Main Base

— Recreation Route (Existing)



0 0.25 0.5 1 Miles



Shared Use Path (SUP)  
Environmental Assessment  
Eglin Air Force Base, Florida



FIGURE 2-4: OVERVIEW OF EXISTING SUPs

**Legend**

- ◆ Existing Gate
- Main Base
- SUP Existing
- Recreation Route (Existing)
- Paved Shoulder with Sidewalk (Existing)
- Paved Shoulder (Existing)



0 1,000 2,000 4,000  
Feet



**Shared Use Path (SUP)  
Environmental Assessment  
Eglin Air Force Base, Florida**

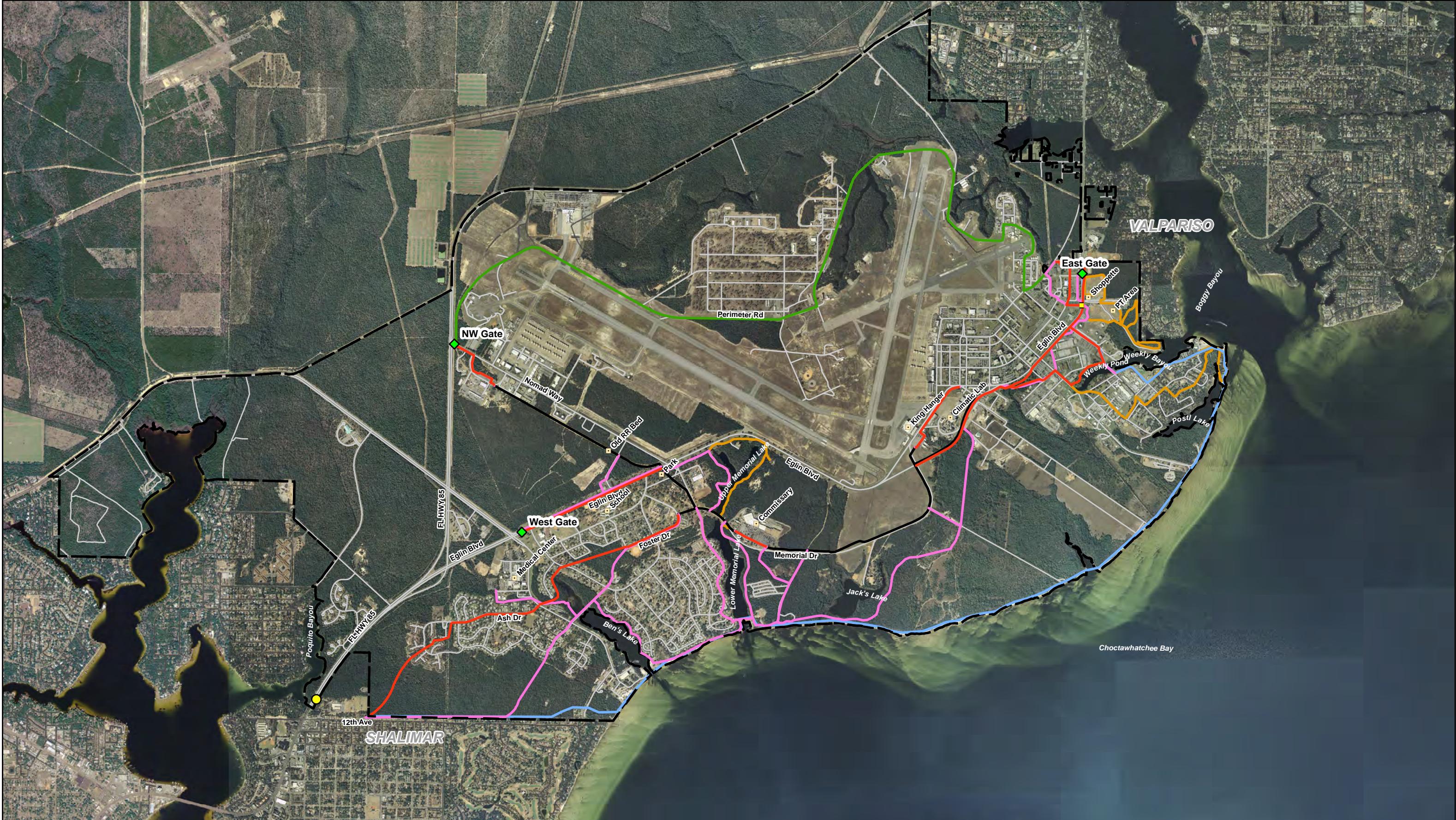


FIGURE 2-5: OVERVIEW OF ALL ACTION ALTERNATIVES

Legend  
◆ Existing Gate      — Recreation Route (Existing)  
■ Tunnel (Proposed)      — Alternative A  
■ MainBase      — Alternative C  
— SUP Existing  
— Alternative B      — Alternative D



0 0.375 0.75 1.5 Miles



Shared Use Path (SUP)  
Environmental Assessment  
Eglin Air Force Base, Florida

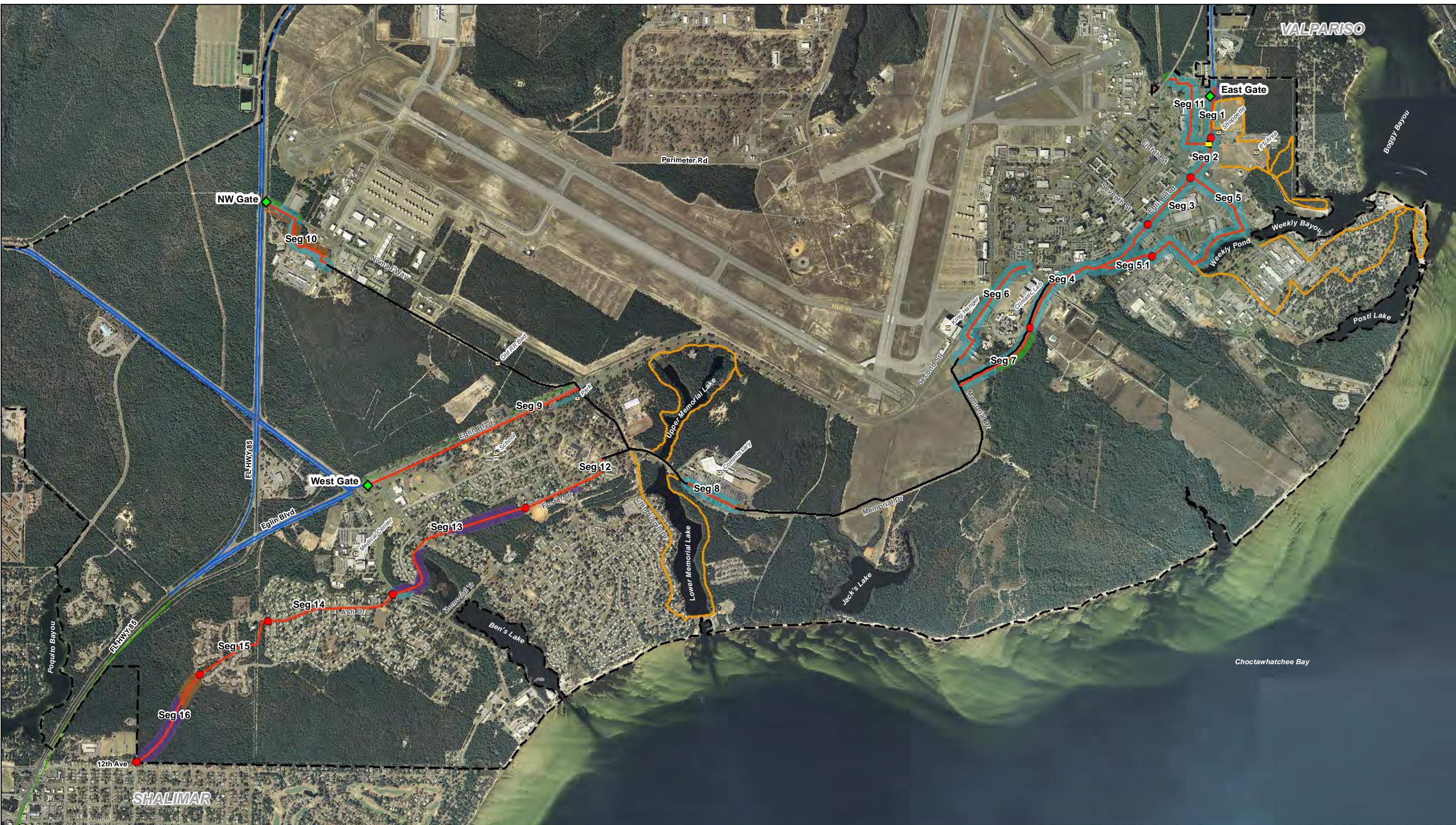


FIGURE 3-1: ALTERNATIVE A - FORESTRY STAND TYPE

**Legend**

- ◆ Existing Gate
- Path Segment Marker
- Recreation Route (Existing)
- Tunnel (Proposed)
- Proposed SUP
- Existing SUP

**Forest Stand Type**

Paved Shoulder with Sidewalk (Existing)	Planted Pine
Paved Shoulder (Existing)	Pine - Hardwood Mix
Main Base	Natural Pine



0 0.25 0.5 1  
Miles



**Shared Use Path (SUP)  
Environmental Assessment  
Eglin Air Force Base, Florida**



FIGURE 3-2: WILDLIFE OBSERVATIONS

**Legend**

- ◆ Existing Gate
- Path Segment Marker
- Existing SUP
- Tunnel (Proposed)
- Proposed SUP
- Recreation Route (Existing)
- Main Base
- Black bear incidental sighting location
- Gopher tortoise burrow historic location
- Bald eagle nest



0 0.3 0.6 1.2 Miles



Shared Use Path (SUP)  
Environmental Assessment  
Eglin Air Force Base, Florida

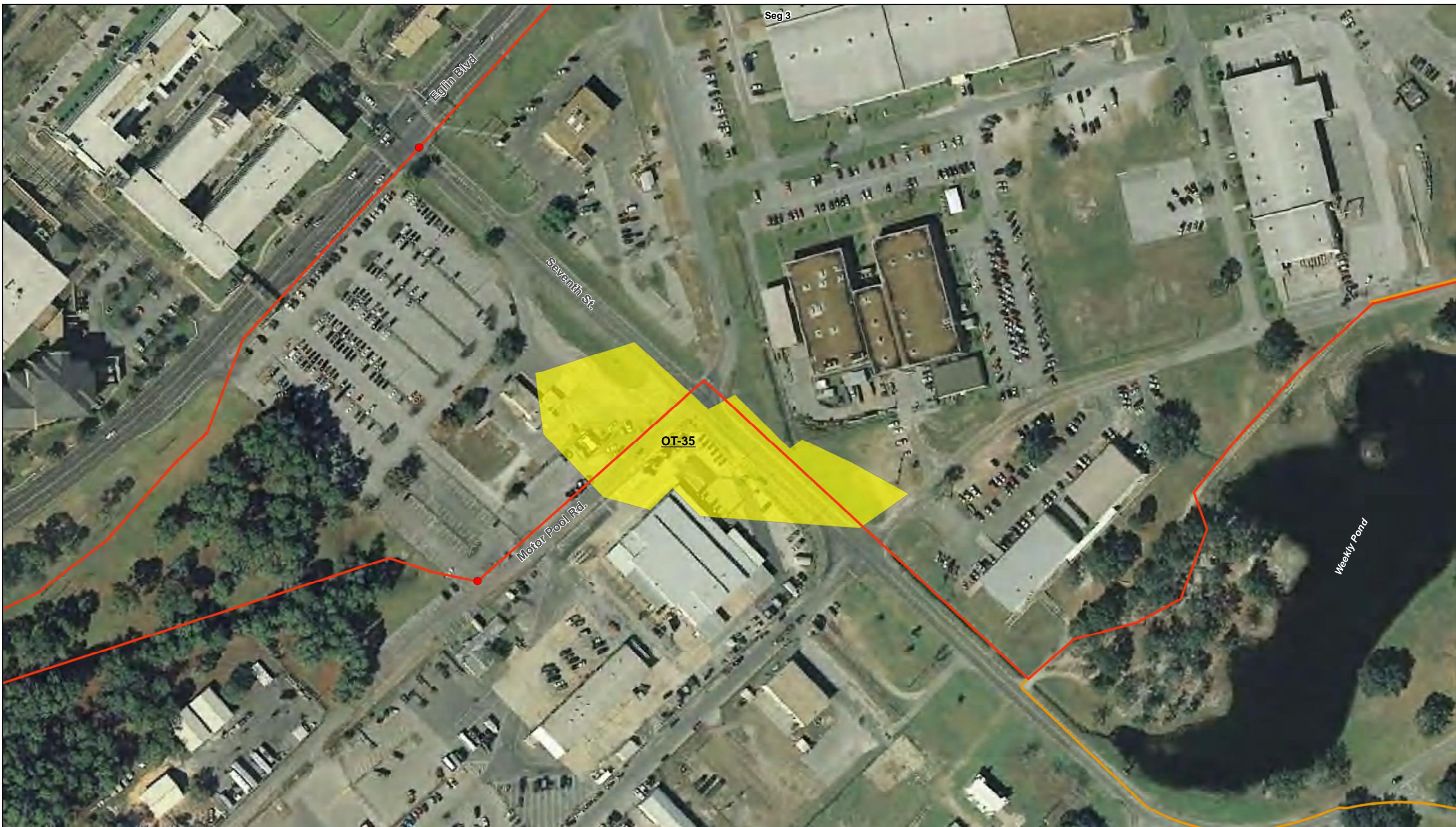


FIGURE 3-3: ENVIRONMENTAL RESTORATION PROGRAM (ERP) SITES WITHIN THE PROPOSED ACTION CORRIDOR

Legend	
◆ Existing Gate	● Path Segment Marker
■ Tunnel (Proposed)	— Recreation Route (Existing)
— Proposed SUP	— Main Base
■ Existing SUP	



0 0.015 0.03 0.06  
Miles



Shared Use Path (SUP)  
Environmental Assessment  
Eglin Air Force Base, Florida



FIGURE 3-4: SOIL TYPES WITHIN THE MAIN BASE

Legend

- Existing Gate
- Tunnel (Proposed)
- Proposed SUP
- Existing SUP
- Path Segment Marker
- Recreation Route (Existing)
- Main Base

Soil Name

- Arents
- Foxworth Sand
- Udorthents
- Chipley and Hurricane
- Lakeland Sand
- Urban Land
- Dorovan Muck
- Resota Sand



0

0.25

0.5

1

Miles



Shared Use Path (SUP)  
Environmental Assessment  
Eglin Air Force Base, Florida

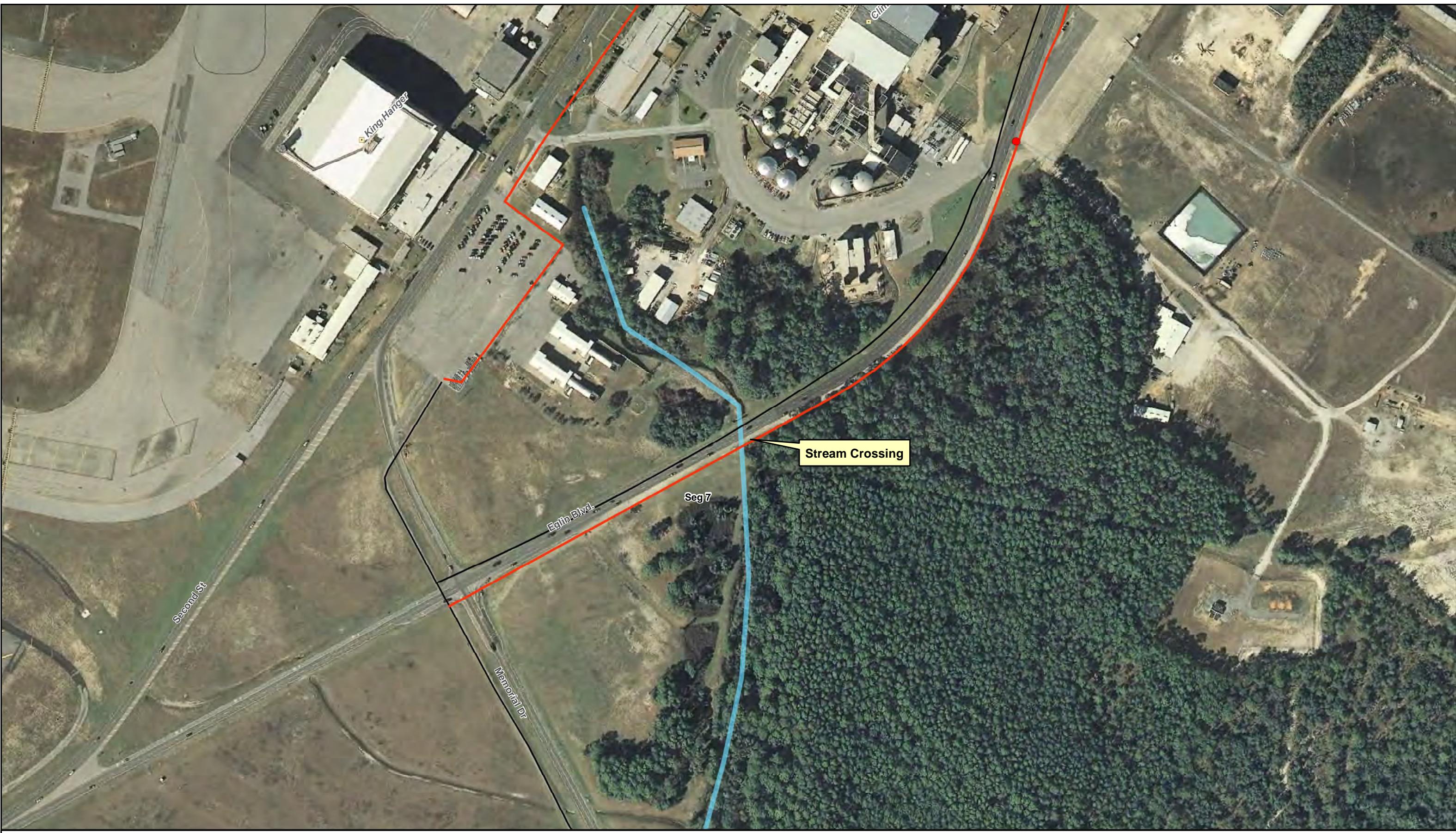


FIGURE 3-5: STREAM CROSSING AT EGLIN BLVD.

**Legend**  
◆ Existing Gate     ● Path Segment Marker     — Recreation Route (Existing)  
■ Tunnel (Proposed)     — Proposed SUP     ■ Unnamed Stream (Tributary to Jack's Lake)  
— Main Base

0 175 350 700  
Feet



Shared Use Path (SUP)  
Environmental Assessment  
Eglin Air Force Base, Florida



FIGURE 3-6: QD ARCS NEAR PROPOSED ACTION

**Legend**

- ◆ Existing Gate
- Path Segment Marker
- Recreation Route (Existing)
- Tunnel (Proposed)
- Proposed SUP
- Main Base
- Existing SUP

0 0.25 0.5 1  
Miles



Shared Use Path (SUP)  
Environmental Assessment  
Eglin Air Force Base, Florida

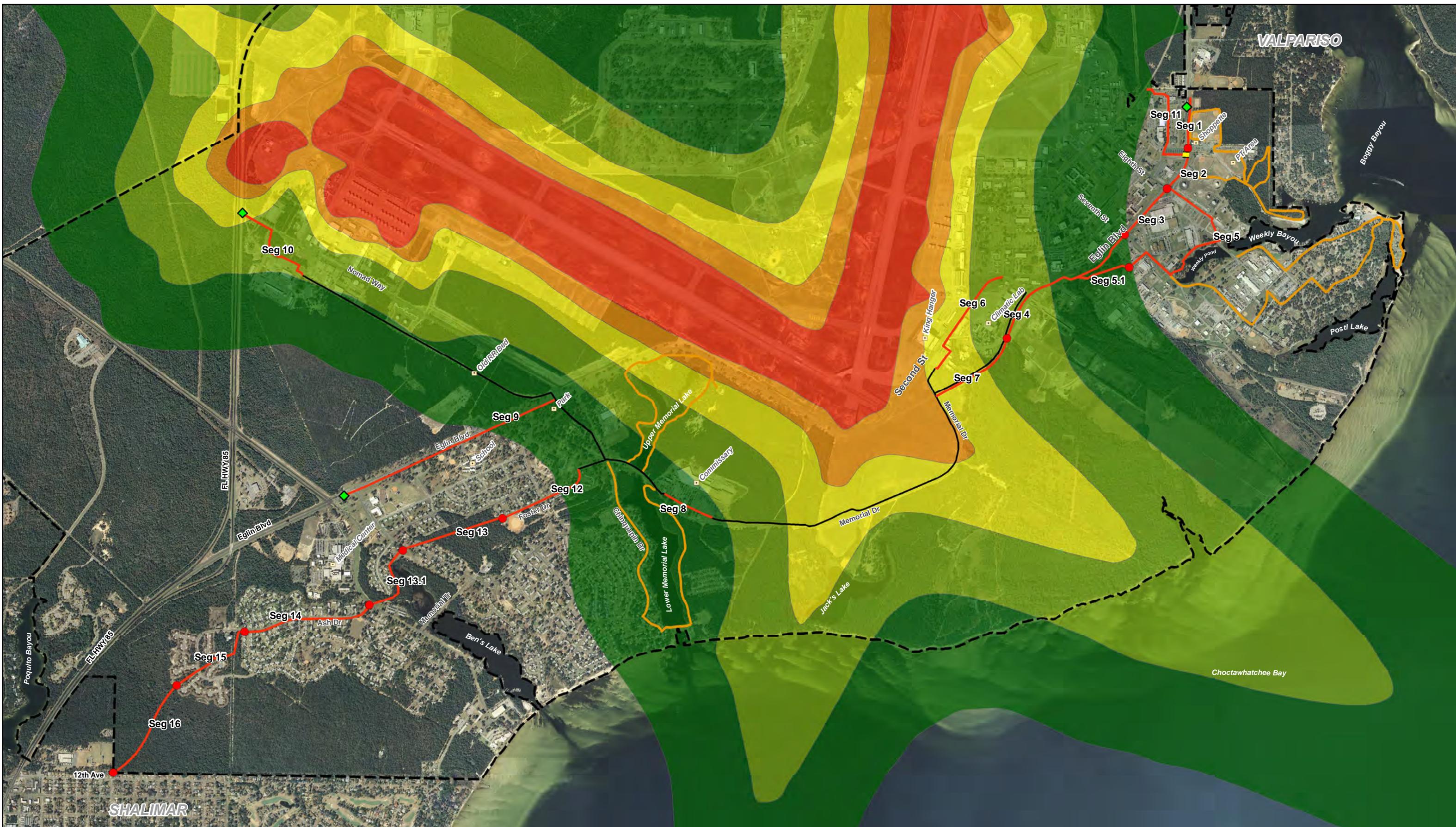


FIGURE 3-7: NOISE CONTOURS NEAR PROPOSED ACTION

**Legend**

- ◆ Existing Gate
- Path Segment Marker
- Tunnel (Proposed)
- Proposed SUP
- Existing SUP

- Noise Zone (dB)
- 65
  - 70
  - 75
  - 80
  - 85
- Main Base



0 0.25 0.5 1 Miles



Shared Use Path (SUP)  
Environmental Assessment  
Eglin Air Force Base, Florida



FIGURE 3-8: ACCIDENT POTENTIAL ZONES NEAR THE PROPOSED ACTION

**Legend**

- ◆ Existing Gate
- Path Segment Marker
- Recreation Route (Existing)
- GRADED CLEAR ZONE
- CLEAR ZONE
- ACCIDENT POTENTIAL ZONE

■ Main Base



0

0.25

0.5

1

Miles



## **APPENDIX A**

1                   **FEDERAL AGENCY COASTAL ZONE MANAGEMENT ACT (CZMA)**  
2                   **CONSISTENCY DETERMINATION - FINAL**

3                   **Introduction**

4     This document provides the State of Florida with the U.S. Air Force's Consistency Determination under  
5     CZMA Section 307 and 15 C.F.R. Part 930 sub-part C. The information in this Consistency  
6     Determination is provided pursuant to 15 C.F.R. Section 930.39 and Section 307 of the Coastal Zone  
7     Management Act, 16 U.S.C. § 1456, as amended, and its implementing regulations at 15 C.F.R. Part 930.

8     This federal consistency determination addresses the Proposed Action for the construction and  
9     improvement of Shared Use Paths (SUP) on Eglin Air Force Base (AFB), Florida (Figure 1).

10                  **Proposed Federal agency action:**

11    The Proposed Action will consist of constructing a ten-foot wide SUP, approximately 8.24 miles long,  
12    which will provide a safe and efficient alternative for pedestrians and bicyclists who travel within the  
13    Main Base. This SUP will be located parallel with many existing roadways within commercial,  
14    industrial, residential and recreational areas and will include approximately 0.79 miles through  
15    undeveloped forested areas. In the undeveloped area, the width of the maintained corridor will be 30 feet.  
16    This SUP will connect DoD personnel, dependents, contractors and visitors with facilities and services on  
17    the eastern portion of the Main Base such as dormitories, work places, physical training areas, and  
18    Recreation Routes, with facilities and services on the western portion of the Main Base such as work  
19    places, housing, schools, Recreation Routes, hospital, and commissary. Gates would be installed at the  
20    end of Segments 11 and 16 based on current security guidelines. The footprint of this alternative will be  
21    approximately 11.89 acres. This alternative will include the construction of a tunnel or bridge just south  
22    of the existing tennis courts, within Segment 2, in order to provide pedestrians and bicyclists safe passage  
23    across Eglin Boulevard between the PT facilities and dormitories.

24                  **Federal Review**

25    Statutes addressed as part of the Florida Coastal Zone Management Program consistency review and  
26    considered in the analysis of the Proposed Action are discussed in the following table.

27    Pursuant to 15 C.F.R. § 930.41, the Florida State Clearinghouse has 60 days from receipt of this  
28    document in which to concur with, or object to, this Consistency Determination, or to request an  
29    extension, in writing, under 15 C.F.R. § 930.41(b). Florida's concurrence will be presumed if Eglin AFB  
30    does not receive its response on the 60th day from receipt of this determination.

STATUTE	CONSISTENCY	SCOPE
<p>Chapter 161 <i>Beach and Shore Preservation</i></p>	<p>The Proposed Action would not affect beach and shore management, specifically as it pertains to:</p> <ul style="list-style-type: none"> <li>• The Coastal Construction Permit Program.</li> <li>• The Coastal Construction Control Line (CCCL) Permit Program.</li> <li>• The Coastal Zone Protection Program.</li> </ul> <p>All activities would occur on federal property outside of the CCCL.</p>	<p>This statute provides policy for the regulation of construction, reconstruction, and other physical activities related to the beaches and shores of the state. Additionally, this statute requires the restoration and maintenance of critically eroding beaches.</p>
<p>Chapter 163 Part II <i>Growth Policy; County and Municipal Planning; Land Development Regulation</i></p>	<p>The Proposed Action occurs on federal property and would not affect local government comprehensive plans as they pertain to public interest.</p>	<p>Requires local governments to prepare, adopt, and implement comprehensive plans that encourage the most appropriate use of land and natural resources in a manner consistent with the public interest.</p>
<p>Chapter 186 <i>State and Regional Planning</i></p>	<p>The Proposed Action would not affect state plans for water use, land development, or transportation.</p>	<p>Details state-level planning requirements. Requires the development of special statewide plans governing water use, land development, and transportation.</p>
<p>Chapter 252 <i>Emergency Management</i></p>	<p>The Proposed Action would not affect the state's vulnerability to natural disasters.</p> <p>The Proposed Action would not affect emergency response and evacuation procedures.</p>	<p>Provides for planning and implementation of the state's response to, efforts to recover from, and the mitigation of natural and manmade disasters.</p>
<p>Chapter 253 <i>State Lands</i></p>	<p>All activities would occur on federal property; therefore the Proposed Action would not affect state public lands.</p>	<p>Addresses the state's administration of public lands and property of this state and provides direction regarding the acquisition, disposal, and management of all state lands.</p>
<p>Chapter 258 <i>State Parks and Preserves</i></p>	<p>The Proposed Action would not affect state parks, recreational areas and aquatic preserves.</p>	<p>Addresses administration and management of state parks and preserves.</p>
<p>Chapter 259 <i>Land Acquisition for Conservation or Recreation</i></p>	<p>The Proposed Action would not affect tourism and/or outdoor recreation.</p>	<p>Authorizes acquisition of environmentally endangered lands and outdoor recreation lands.</p>
<p>Chapter 260 <i>Florida Greenways and Trails Act</i></p>	<p>The Proposed Action would not affect the Greenways and Trails Program.</p>	<p>Established in order to conserve, develop, and use the natural resources of Florida for healthful and recreational purposes.</p>

Chapter 267 <i>Historical Resources</i>	The Proposed Action would not affect Historic Resources. However, in the event that additional archaeological resources are inadvertently discovered during improvement or construction of the path, 96 CEG/CEVH, Eglin Cultural Resources would be notified immediately and further ground-disturbing activities would cease in that area. Identified resources would be managed in compliance with Federal Law and Air Force regulations.	Addresses the management and preservation of the state's archaeological and historical resources
Chapter 288 <i>Commercial Development and Capital Improvements</i>	The Proposed Action would not affect commercial development or capital improvements.	Promotes and develops general business, trade, and tourism components of the state economy.
Chapter 334 <i>Transportation Administration</i>	The Proposed Action would not affect Transportation Administration.	Addresses the state's policy concerning transportation administration.
Chapter 339 <i>Transportation Finance and Planning</i>	The Proposed Action would not affect Transportation Finance and Planning.	Addresses the finance and planning needs of the state's transportation system.
Chapter 373 <i>Water Resources</i>	The Proposed Action would not affect water resources. Since the Proposed Action is a recreational path, that meets all exemption requirements outlined in FAC 62-346.051.13, it is exempt from the Environmental Resource Permit.	Addresses sustainable water management; the conservation of surface and ground waters for full beneficial use; the preservation of natural resources, fish, and wildlife; protecting public land; and promoting the health and general welfare of Floridians
Chapter 375 <i>Multipurpose Outdoor Recreation; Land Acquisition, Management, and Conservation</i>	The Proposed Action would not affect opportunities for recreation on state lands.	Develops comprehensive multipurpose outdoor recreation to document recreational supply and demand, describe current recreational opportunities, estimate need for additional recreational opportunities, and propose means to meet the identified needs..
Chapter 376 <i>Pollutant Discharge Prevention and Removal</i>	The Proposed Action would not affect the transfer, storage, or transportation of pollutants.	Regulates transfer, storage, and transportation of pollutants, and cleanup of pollutant discharges.
Chapter 377 <i>Energy Resources</i>	The Proposed Action would not affect energy resource production, including oil and gas, and/or the transportation of oil and gas.	Addresses regulation, planning, and development of oil and gas resources of the state.

<p><b>Chapter 379 <i>Fish and Wildlife Conservation</i></b></p>	<p>Prior to project initiation a gopher tortoise survey is required. If a gopher tortoise burrow cannot be avoided, then the tortoise(s) would be relocated in accordance with the Florida Fish and Wildlife Conservation Commission (FWC) protocols. The proponent is responsible for funding wildlife related efforts (i.e. surveys, habitat protection, monitoring, or reports) required by law. Proponent must obtain their own qualified contractor. Proponent must provide gopher tortoise survey results and any tortoise relocation must be coordinated through Eglin Natural Resources.</p> <p>Eastern indigo snake signs would be provided by Eglin NRS and construction personnel would post signs at the clearing site. Personnel would be given instructions not to harass injure, harm, or kill this species. Should an indigo snake be sighted, personnel would be directed to cease any activities and allow the eastern indigo snake sufficient time to move away from the site on its own before resuming such activities. Personnel would contact Eglin NRS immediately to report the sighting of the snake. Therefore, <i>no significant impacts to the eastern indigo snake are expected</i> from land clearing activities.</p> <p>Therefore, the Proposed Action would not affect the State's fish and wildlife resources.</p>	<p>Addresses the management and protection of the state of Florida's wide diversity of fish and wildlife resources</p>
<p><b>Chapter 380 <i>Land and Water Management</i></b></p>	<p>The Proposed Action would not affect development of state lands with regional (i.e. more than one county) impacts. The Proposed Action would not include changes to coastal infrastructure such as capacity increases of existing coastal infrastructure, or use of state funds for infrastructure planning, designing or construction.</p>	<p>Establishes land and water management policies to guide and coordinate local decisions relating to growth and development.</p>
<p><b>Chapter 381 <i>Public Health, General Provisions</i></b></p>	<p>The Proposed Action would not affect the state's policy concerning the public health system.</p>	<p>Establishes public policy concerning the state's public health system.</p>
<p><b>Chapter 388 <i>Mosquito Control</i></b></p>	<p>The Proposed Action would not affect mosquito control efforts.</p>	<p>Addresses mosquito control effort in the state.</p>

<p>Chapter 403 <i>Environmental Control</i></p>	<p>Eglin Water Resources (96 CEG/CEVCE) would coordinate all applicable permits in accordance with the FAC.</p> <p>Air quality impacts from the Proposed Action would be minimal. Eglin AFB would take reasonable precautions to minimize fugitive particulate (dust) emissions during any construction activities in accordance with FAC 62-296.</p> <p>The Proposed Action would be consistent with Florida's statutes and regulations regarding water quality, air quality, pollution control, solid waste management, or other environmental control efforts.</p>	<p>Establishes public policy concerning environmental control in the state.</p>
<p>Chapter 582 <i>Soil and Water Conservation</i></p>	<p>All applicable best management practices (BMPs), such as erosion and sediment controls and stormwater management measures would be implemented to minimize erosion and storm water run-off, and to regulate sediment control during construction activities.</p> <p>Therefore, the Proposed Action would not affect soil and water conservation efforts.</p>	<p>Provides for the control and prevention of soil erosion.</p>

## **APPENDIX B**



# Florida Department of Environmental Protection

Marjory Stoneman Douglas Building  
3900 Commonwealth Boulevard  
Tallahassee, Florida 32399-3000

Rick Scott  
Governor

Jennifer Carroll  
Lt. Governor

Herschel T. Vinyard Jr.  
Secretary

July 12, 2011

Ms. Louise Duffy, Project Manager  
Aerostar Environmental Services, Inc.  
803 Government Street, Suite A  
Mobile, AL 36602

RE: Department of the Air Force – Draft Environmental Assessment for  
Shared Use Paths, Eglin Air Force Base – Okaloosa County, Florida.  
SAI # FL201105185778C

Dear Ms. Duffy:

The Florida State Clearinghouse has coordinated a review of the referenced Draft Environmental Assessment (EA) under the following authorities: Presidential Executive Order 12372; § 403.061(40), *Florida Statutes*; the Coastal Zone Management Act, 16 U.S.C. §§ 1451-1464, as amended; and the National Environmental Policy Act, 42 U.S.C. §§ 4321-4347, as amended.

The West Florida Regional Planning Council's (WFRPC) Transportation Division notes that the current bicycle/pedestrian plan for the Okaloosa-Walton Transportation Planning Organization includes a few proposed shoulder sections along the road structure that will be paved. Staff advises that the updates will begin this summer and should be factored into work plans as necessary.

Based on the information contained in the Draft EA and the enclosed state agency comments, the state has determined that, at this stage, the proposed activities are consistent with the Florida Coastal Management Program (FCMP). The state's continued concurrence will be based on the activity's compliance with FCMP authorities, including federal and state monitoring of the activity to ensure its continued conformance, and the adequate resolution of any issues identified during subsequent reviews.

Ms. Louise Duffy  
July 12, 2011  
Page 2 of 2

Thank you for the opportunity to review the Draft EA. Should you have any questions regarding this letter, please contact Ms. Lauren P. Milligan at (850) 245-2170.

Yours sincerely,



Sally B. Mann, Director  
Office of Intergovernmental Programs

SBM/lm  
Enclosures

cc: T. Larry Chavers, Eglin AFB  
John Gallagher, WFRPC



## Categories

[DEP Home](#) | [OIP Home](#) | [Contact DEP](#) | [Search](#) | [DEP Site Map](#)

### Project Information

Project:	FL201105185778C
Comments Due:	06/24/2011
Letter Due:	07/16/2011
Description:	DEPARTMENT OF THE AIR FORCE - DRAFT ENVIRONMENTAL ASSESSMENT FOR SHARED USE PATHS, EGLIN AIR FORCE BASE - OKALOOSA COUNTY, FLORIDA.
Keywords:	USAF - DEA, SHARED USE PATHS ON EGLIN AFB - OKALOOSA CO.
CFDA #:	12.200

### Agency Comments:

#### WEST FLORIDA RPC - WEST FLORIDA REGIONAL PLANNING COUNCIL

The WFRPC's Transportation Division noted that the current bicycle/pedestrian plan for the Okaloosa-Walton Transportation Planning Organization includes a few proposed shoulder sections along the road structure that will be paved. The updates will begin this summer and should be factored into work plans as necessary.

#### STATE - FLORIDA DEPARTMENT OF STATE

No Comment/Consistent

#### TRANSPORTATION - FLORIDA DEPARTMENT OF TRANSPORTATION

No Comments from FDOT's District Three or Aviation Office.

#### ENVIRONMENTAL PROTECTION - FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION

No Comments

#### NORTHWEST FLORIDA WMD - NORTHWEST FLORIDA WATER MANAGEMENT DISTRICT

No comment/consistent

For more information or to submit comments, please contact the Clearinghouse Office at:

3900 COMMONWEALTH BOULEVARD, M.S. 47  
TALLAHASSEE, FLORIDA 32399-3000  
TELEPHONE: (850) 245-2161  
FAX: (850) 245-2190

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COUNTY: OKALOOSA  
SCH - USAF - EG  
2011-01977

DATE: 5/18/2011  
COMMENTS DUE DATE: 6/27/2011  
CLEARANCE DUE DATE: 7/17/2011  
SAI#: FL201105185778C

MESSAGE:

STATE AGENCIES	WATER MNGMNT. DISTRICTS	OPB POLICY UNIT	RPCS & LOC GOVS
ENVIRONMENTAL PROTECTION	NORTHWEST FLORIDA WMD		
X STATE			
TRANSPORTATION			

The attached document requires a Coastal Zone Management Act/Florida Coastal Management Program consistency evaluation and is categorized as one of the following:

- Federal Assistance to State or Local Government (15 CFR 930, Subpart F). Agencies are required to evaluate the consistency of the activity.
- X Direct Federal Activity (15 CFR 930, Subpart C). Federal Agencies are required to furnish a consistency determination for the State's concurrence or objection.
- Outer Continental Shelf Exploration, Development or Production Activities (15 CFR 930, Subpart E). Operators are required to provide a consistency certification for state concurrence/objection.
- Federal Licensing or Permitting Activity (15 CFR 930, Subpart D). Such projects will only be evaluated for consistency when there is not an analogous state license or permit.

Project Description:

DEPARTMENT OF THE AIR FORCE - DRAFT ENVIRONMENTAL ASSESSMENT FOR SHARED USE PATHS, EGLIN AIR FORCE BASE - OKALOOSA COUNTY, FLORIDA.

To: Florida State Clearinghouse

AGENCY CONTACT AND COORDINATOR (SCH)  
3900 COMMONWEALTH BOULEVARD MS-47  
TALLAHASSEE, FLORIDA 32399-3000  
TELEPHONE: (850) 245-2161  
FAX: (850) 245-2190

EO. 12372/NEPA Federal Consistency

- No Comment       No Comment/Consistent  
 Comment Attached       Consistent/Comments Attached  
 Not Applicable       Inconsistent/Comments Attached  
 Not Applicable       Not Applicable

From:

Bureau: Division of Historical Resources

Bureau of Historic Preservation

Reviewer: S. Edwards

Date: 6-13-2011

P. W. DSHPO  
for Architectural Services  
6/14/2011

RECEIVED  
MAY 20 P 2 14

RECEIVED  
BUREAU OF  
HISTORIC PRESERVATION

## Louise Duffy

---

**Subject:** FW: Eglin AF SUP Draft EA

---

**From:** Gray, Alan [<mailto:alan.gray@wfrpc.org>]

**Sent:** Thursday, July 14, 2011 9:14 AM

**To:** Louise Duffy

**Subject:** RE: Eglin AF SUP Draft EA

Louise Duffy,

We don't have any comments regarding your Draft Environmental Assessment (EA) at Eglin Air Force Base (AFB), Florida (FL).

Thank You,

Alan Gray  
Regional Planner II  
West Florida Regional Planning Council  
4081 E. Olive Road, Suite A Pensacola, FL 32514



Pensacola  
(850) 332-7976 x 245 Fax (850) 637-1923

[alan.gray@wfrpc.org](mailto:alan.gray@wfrpc.org)

[wfrpc.org](http://wfrpc.org)

Mailing Address:  
P.O. Box 11399  
Pensacola, FL 32524-1399

NOTICE: E-mail communications to or from West Florida Regional Planning Council employees are considered to be public records. Florida's public records law requires these communications be made available to the public and media upon request. (Florida Statutes, Chapter 119)

---

**From:** Louise Duffy [<mailto:L.Duffy@aerostar.net>]

**Sent:** Thursday, July 14, 2011 8:55 AM

**To:** Gray, Alan

**Subject:** Eglin AF SUP Draft EA

Hello Alan,

Thank you for your call this morning concerning the WFRPC comments we received through the Florida State Clearinghouse. Please send your response to me at the address below. If you could, please send an electronic copy via email.

Thanks again,

*Louise Duffy*

Aerostar Environmental Services, Inc.

803 Government Street, Suite A

Mobile, Alabama 36602

251-432-2664 p

251-432-2685 f

[www.Aerostar.net](http://www.Aerostar.net)

## **APPENDIX C**



# Media Advisory

**96<sup>th</sup> Air Base Wing  
Office of Public Affairs  
Air Force Materiel Command**  
101 W. D Avenue, Suite 110  
Eglin AFB FL 32542-5498  
(850) 882-3931 Fax (850) 882-4894

16 May 2011  
Rel. No. 11-18

## **Shared Use Paths NEPA Notice**

**Eglin AFB, Fla.** — In compliance with the National Environmental Policy Act, Eglin Air Force Base announces the completion of a Draft Environmental Assessment and Finding of No Significant Impact for RCS 10-183, Shared Use Paths at Eglin AFB, Fla.

The Proposed Action would be to provide dedicated paths for safe, efficient connection for pedestrians and bicyclists at strategic locations throughout Eglin Main Base.

For more information on the Proposed Action, contact Mike Spaits at (850) 882-2836.